

(RULES) AND REGULATIONS

FOR THE

G U I D A N C E

OF THE

Officers of the Preventive Service:

ISSUED BY

THE SUPERINTENDENT OF THE PREVENTIVE SERVICE,

UNDER THE SANCTION OF

THE COLLECTOR OF CUSTOMS :

TO WHICH ARE ADDED,

LEGISLATIVE ACTS, GOVERNMENT NOTIFICATIONS,

AND

ORDERS OF THE BOARD OF CUSTOMS

CONNECTED THEREWITH.

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ERRATA.

At Index.

Page iv. line 20, for *mport* read *Import*.

„ v. line 28, for *with Officer* read *without Officers*.

Body of the Work.

Page 6, line 10, for (No. 22) read (No. 21.)

„ 7, line 19, for (Circular 6, read Circular 7.

„ 10, Foot Note, for *of Cowecolly, &c.*, read *off*.

„ 16, line 15, for prohibiting *their* read prohibiting *Preventive Officers*.

„ 10, Foot Note, after the word Circular add No. 25.

„ 55, Foot Note, for *Aptar* read *Aprar*.

„ 65, line 1, for *on* read *in*.

„ 77, line 17, for *in the margin* read *at foot*.

„ 46, line 15, for *passes for the Master Attendant* read *from the, &c.*

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RULES

FOR THE

GUIDANCE OF THE INSPECTORS.

1st. Inspectors may visit their respective Divisions during the day at any hour they choose, but, when practicable, before going on their rounds, they will be pleased to communicate with the Superintendent and receive any orders he may wish to have conveyed to the Preventive Officers on duty.

Inspectors to communicate with Superintendent before going on their daily rounds.

2nd. Inspectors are required to adjust the shipping lists of their respective Divisions every morning previous to their going on their rounds. The adjustments of course to be regulated with reference to the observations made by the Inspectors the preceding day. These lists must shew the date of arrival of each Vessel in its specified Division with the name of the Preventive Officer in charge.

Inspectors to adjust their shipping lists before going on their rounds.

3rd. Inspectors on visiting ships will please grant to Preventive Officers on board,

Inspectors to grant to Preventive Officers re-

ceipts for all passes received daily during the official round.

And to take receipt for these passes from the department to which they belong.

Certain Ships to be occasionally visited twice on the same day.

Signing Cargo books, &c.

receipts for all passes, perwannahs and other documents which they may receive daily, during their visiting rounds.

In subsequently distributing these Passes, etc. to the respective departments in the Custom House, which must be done on the day of, or at latest the day after, receipt from the Preventive Officers, each Inspector will demand a receipt for his portion of the above documents, from the department taking charge of them. (See additional orders regarding perwannahs and common passes and wharf tickets. Sections 16, 17 and 18.)

4th. The Inspectors will take frequent opportunities of visiting *twice* on the same day, at the most convenient hours, such ships of their Divisions as for obvious reasons they may deem necessary.

5th. Instead of affixing their names as heretofore in the Cargo books, in the column of remarks, Inspectors will be pleased to append their signatures daily in the Import and Export Cargo books of Preventive Officers, in the body of each book immediately under the last entry examined by them, prefaced by the words "Examined." This order is applicable only to the day visits of the Divisional Inspectors, and not to the night guard. Any irregularities discovered by the Visiting Inspector, such as the discharge

of private packages, manifested, otherwise than in charge of peons, or at the special request of Captains and Commanding Officers, incorrect entries, etc. etc. must be immediately brought to the notice of the Superintendent for record.

6th. Inspectors availing themselves of the privilege of remaining off duty on Native Holidays and Sundays, will be pleased to make arrangements on Saturday, and the days previous to Holidays, for the partial visitation of their Divisions by the Inspectors on duty. The Absentees' Journal to shew the Inspectors visiting on their behalf, thus,—“Native Holiday, off duty, my Division visited by *Inspector* ———.”

Inspectors remaining off duty on Native Holidays and Sundays.

7th. When an Inspector has completed his day rounds before 4 o'clock P. M., he will be pleased to return to, and remain at, the office until that hour, in case his services should be further required.

Inspector to return to Custom House when his day rounds are completed before 4 P. M.

Of course this order is not to be considered imperative on an Inspector whose exposure to the sun or rain while going his rounds may render a speedy return to his residence absolutely necessary.

8th. The Superintendent will be obliged by the Inspectors occasionally altering the hours for visiting vessels by the night guard from the 1st portion of the night to the

Guard hours to vary.

earlier hours of the morning, (instead of 8 to 12, or 1, say from 2 to 6, A. M.) ; as he conceives that the increased uncertainty in reference to the probable period of an Inspector's visit, involved in the measure, will operate as an useful check against "absence without leave" on the part of the Preventive Officers on duty.

Inspector to report to Superintendent when prevented from keeping guard.

9th. When circumstances (such as bad weather or indisposition) occur to prevent an Inspector from visiting vessels on his guard night, he will be pleased to make a special report in writing of such circumstances to the Superintendent the ensuing morning.

A Journal of the week's operations to be kept by each Inspector.

10th. At the commencement of the week, each Inspector will be pleased to furnish the Superintendent with a Journal of his past week's operations. This Journal must shew the ships visited during the week, also a general account of the cargoes laden or discharged. It must also shew the daily appropriation of the Inspectors' time during official hours, (10 to 4) and embody a remark as to the general conduct of the Preventive Officers of their respective divisions during the week, with such other information as the Inspectors may deem it necessary to add.

11th. Copy of a letter from the Collector of Customs addressed to the Superintendent under date the 27th June 1839.

The inward baggage rules having in practice been modified to the extent of allowing free entry to the following articles, viz.

Baggage
order.

Each Lady Passenger,—One closed package of New Millinery;

Each Gentleman Passenger,—One closed case new Saddlery; one ditto Wearing Apparel; and Accoutrements one Gun and a pair of Pistols;

The Inspectors will save the Collector much trouble by going on board British Passenger Ships at the time of their arrival off Town, and passing all such packages.

The Inspectors may likewise take the word of any gentleman in the Queen's and Company's service, for the contents of closed packages, and pass direct all such as may not appear to contain dutiable articles.

§ 12th. The Inspectors will be pleased to inform Preventive Officers that all boat-notes which accompany "unmanifested packages" sent per peon to the Custom House, must have the word "*unmanifested*" distinctly written on the face of each boat-note.

Boat notes.

Under verbal orders received from the Collector, Inspectors are required for the future, to point out to Preventive Officers the necessity for carefully inserting in boat-notes the *numbers* as well as the *marks* on all packages sent from vessels.

Weighments on
Board ship to be
carefully looked
after by Inspect-
tors.

13th. *Inspectors, on their visiting a vessel on which the weighment of Beetlenuts, Cubebs, etc. is taking place, must be careful in seeing that the Preventive Officer, superintending the weighment, is furnished with a weigh book, in which he inserts each draft of the scales (as in the weighment of Salt,) and that the tallies are not kept on slips of paper.* Any infringement of the Circular (No. 22) on this head is to be immediately reported.

The Inspectors should keep a good look out on all weighments, examine books at the time of weighment to ascertain that the tallies are entered as scored, and report all cases of inefficiency or neglect of duty.

In order to guard against the inconvenience likely to result from the accidental loss of a weigh book, or a deposit Chullaun, Inspectors are hereby particularly requested to see, that in addition to the entry of packages of goods weighed on board, in the Import Cargo book, the *weight* of each day's delivery is clearly and distinctly stated.

And in reference to the recent loss by a Preventive Officer while on duty, of a weigh book, Inspectors will also be pleased to caution Preventive Officers to be particularly careful of their official documents under penalty of dismissal from the service.

14th. In future the Inspectors are requested not to permit work to be carried on, on Sundays or Christian holidays, on board Native Vessels, or Vessels owned by Natives, without the Commanders or Agents, give the required notice at the Custom House on the Saturday previous, or make the usual deposit for the Officer's Fee with the Inspector, in the absence of the Superintendent or the Cash-keeper.

Work on Sundays and Christian holidays to be prohibited by the Inspectors unless previous notice is given to the Custom House.

15th. Inspectors will impress upon all Preventive Officers the necessity of preserving and sending to office *common passes* as well as regular perwannahs. Passes marked "return to office" especially should always be forwarded by the earliest opportunity.

Common passes.

Inspectors will be pleased to draw the special attention of Preventive Officers on duty, to Circular 6, and to remind them of the necessity "for distinctly stating on the backs of incomplete Export perwannahs," (occasionally sent for by this office for the purposes of checking refunds,) "whether the unshipped portion of the perwannah had been brought alongside the ship or not." This statement to be made, of course, when the perwannah is being sent "per bearer" under the Superintendent's requisition.

16th. In all cases of goods being received on board by Preventive Officers under pro-

Wharf tickets.

tection of wharf tickets, Inspectors are here by strictly enjoined to make memoranda of such tickets, and to be careful that the perwannahs or note passes, under which the wharf tickets are granted, are eventually and within a reasonable time produced for the endorsement of the Preventive Officer on board, or failing which, a report must be made to the Superintendent for the orders of the Collector.

17th. Inspectors will be pleased to see that Preventive Officers append their names and not their initials, and the names of the Vessels of which they are in official charge, to *every* endorsement, (whether to notify discharge or receipt of perwannah *in full* or in part,) made by them on perwannahs—the date of discharge or receipt to be also noted.

Inspectors to search vessels before withdrawing Officers and filing the usual Certificate.

~~17th~~ 18th. In future the Inspectors will not withdraw Officers from Vessels, unless permitted to search—and they will be good enough to inform the Commanders or Commanding Officers of Vessels, that on the re-posting of Officers on requisition, to take in Cargo all articles found in excess of those noted on the withdrawal certificate, will be seized and confiscated, unless they can be shewn to have been regularly passed through the Custom House.

19th. Inspectors are requested to remove Preventive Officers from Vessels, on the total discharge of Import Cargoes, (provided it is ascertained that no Export Cargo is about being immediately shipped,) without waiting for applications for removal, from Agents or Captains.

20th. In withdrawing Preventive Officers from Vessels, Inspectors are required to be careful in filing a list of the stores (with prices attached) on board at the time of withdrawal. When an Officer is re-posted, the Inspector filing the re-posting certificate, will be pleased to bring to the notice of the Superintendent any discrepancy between the *withdrawal store list*, and the stores actually on board at the period of re-posting.

21st. In withdrawing an Officer the Inspector will please to enter the name of the Vessel in the book kept for that purpose by the perwannah writer, to prevent the issue of Export perwannah, until an Officer under application of Captain or Agent is re-posted.

22nd. Whenever circumstances occur to prevent the filing, by the Inspector of the Division, of the usual certificates for Vessels arriving off town in ballast *on the day of arrival*, a Memo. of such circumstances must be appended to the certificate.

Inspectors to file a list of stores with prices attached on board a vessel at the time Preventive Officer is withdrawn.

In the re-posting of a Preventive Officer to report, if any discrepancy appear between the withdrawal store list and the stores on board at the time of re-posting.

Filing certificates for Vessels arriving in ballast.

All certificates for ships arriving in ballast, must have the initials of the Superintendent previous to their being filed with the Clerk in the Superintendent's Department.

Orders for Inspectors visiting Emigrant Vessels.

23rd. Inspectors will be pleased, on occasions of their visiting Emigrant Vessels, to inform Preventive Officers that their duty in regard to Emigrants is simply to take the tickets when the people first go on board,* and again to muster them at the place fixed upon at Saugor. Intermediately the Preventive Officers are not to interfere in any way with the Emigrants, who are to have free egress and ingress without question.

See letter from Emigration Agent to Collector, No. 27, of the 14th March 1843, also Collector's reply, No. 606, of the same date.

When Coolies or Emigrants are sent on board a ship previous to the Preventive Officers receiving the usual special orders from the Superintendent, the Preventive Officer will not interfere with their embarkation; he will simply content himself by reporting the circumstance to the Superintendent, who will forward such report for

* These tickets must be kept by the Preventive Officer in his possession until after the muster of the Coolies at Saugor or of Cowcoolly Light House, when he must hand them over to the Commander of the Vessel.

record in the Export Department, in order that Port Clearance may be withheld until the requisitions of the *Emigration Act* are duly satisfied.

With reference to a notice published by the Emigration Agent in the *Calcutta Gazette*, and dated the 19th May, 1843, Inspectors will have the goodness to give intimation to the Protector of Emigrants whenever he may learn from the report of a Preventive Officer that Emigrants have been received on board a ship before notification of the grant of license.

The Inspectors will be pleased to instruct Preventive Officers in charge of Arab Vessels to keep a look out that no natives of India are taken on board and kept there against their will.

- X 24th. Inspectors are particularly requested to see that no Dhoonees are allowed to remain anchored off Town unless within the Dhoonee boundary, without immediately reporting the same. Inspectors will also make immediate enquiries when they see any cargo coming from, or going to Native Vessels not having Preventive Officers on board, out of the Dhoonee boundary.

Dhoonees must
anchor within
Dhoonee bounds.

25th. Inspectors will keep themselves provided with lists of the Preventive Officers not on duty, and a Memo. of the residences

of such Officers, and on ships arriving off town after office hours without Preventive Officers, they will order Officers to take charge of such vessels without delay. From the lists in question, the Inspectors will also be enabled to supply the place of Officers obliged, from serious indisposition or other unavoidable reasons, to quit their vessels suddenly.

26th. Unless special orders are issued to the contrary, whenever the Superintendent of the Preventive Service may be absent from office, the senior Inspector *present* will attend to the current details of the Superintendent's department. In furtherance of this order the senior Inspector present will not leave the office until the arrival of the Superintendent.

✦

GENERAL INSTRUCTIONS


TO

PREVENTIVE OFFICERS.

GENERAL INSTRUCTIONS

TO

PREVENTIVE OFFICERS.

1st. Preventive Officers when posted to  Vessels, are particularly desired to be quiet, civil, and respectful in their deportment on board ; and not to allow any familiarity to shake the firm discharge of their duty.

Preventive Officers to be civil in their deportment.

2nd. A Preventive Officer is not to attempt to smoke upon the poop or quarter-deck of a Vessel, unless permitted to do so by the Captain, or Commanding Officer, neither can the Superintendent allow any lounging on the poop in undress, nor can he sanction any conduct on the part of a Preventive Officer, which may tend to weaken the respect due to every Captain on board his own Vessel, as such conduct must bring the Preventive Service into disrepute, and thereby weaken its efficiency.

Not to smoke on the poop or quarter deck of a vessel without Commander or Commanding Officer's permission.

3rd. Preventive Officers are to be independent of Ship's Officers in respect to their

Not to appear on the poop or quarter deck in dishabille.

Preventive Officers to be independent of Ship's

Officers relative
to their food.

food; and while the Collector will not object to their joining a cuddy-mess, when invited to do so, as *paying members*, he positively interdicts their becoming the dependents of a cuddy-table, as by so doing, they must either compromise the interests which they are specially bound to protect, or they will be placed in a position quite inconsistent with that feeling of independence, which ought to regulate the conduct of Preventive Officers.

The foregoing order not to interfere with any degree of sociability which may exist between Ship's Officers and the Officers of the Preventive Service.

4th. The Collector in issuing this order, does not, however, wish to prevent a free and unreserved degree of sociability consistent with their duty, by prohibiting their occasionally accepting invitations to dine with Commanders and Officers of Ships, as these civilities, the Collector thinks, may be participated in without any harm.

Preventive Officers to pay strict attention to the orders of the Inspectors, who can call for and pass any orders they please on the official documents in charge of the Preventive Officer.

5th. Preventive Officers are enjoined to pay every attention to the orders issued by the Inspectors in their daily visits, and they will be at all times (between sun-rise and sun-set) ready on deck to receive the Inspectors, so that no delay may take place from the Preventive Officer being absent from the deck.

6th. The Inspectors are at liberty to call for a sight of all official documents in charge of Preventive Officers, and to make any

remarks thereon, or to pass any orders relative thereto, that they may think necessary.

7th. Preventive Officers are enjoined to keep a good look-out that nothing be smuggled from or to the respective Ships, of which they may be in charge.

Preventive Officers to keep a sharp look out.

8th. Preventive Officers are strictly forbidden—under penalty of incurring the serious displeasure of the Collector—to strike Sircars, employed in receiving and shipping Cargo.

Not to strike Sircars.

9th. A Preventive Officer noticing any breach of rule, or improper conduct on the part of another Officer, is hereby required to bring the same immediately to the notice of the Superintendent, under penalty of being considered conniving at, and a party to, the same.

An Officer bound to report any breach of rule or disgraceful conduct on the part of another.

Under penalty of being considered an abettor.

10th. Preventive Officers, both permanent and extra, are requested to insert their respective addresses in a book kept for that purpose by the Assistant in the Superintendent's Department, and on all occasions of a change of residence they are to give immediate notice to the office.

Preventive Officers to register their respective addresses in the Superintendent's department.

To keep the Superintendent well informed on all occasions of a change of residence.

11th. Preventive Officers will receive ruled blank books, styled "Import and Export Cargo book"—the envelopes and pages of which will be signed by the Superintendent—in which they are required to insert

Orders relative to blank books and boat-notes.

particulars according to the forms laid down in those books.

12th. On the face of each boat-note which accompanies goods on shore, the name of *consignee*, if name be given in the manifest, or bill of lading must be stated.*

Officers to grant receipts for all official documents they may receive.

13th. Preventive Officers will grant a receipt for all books and other official documents they may receive from the Superintendent, and they are prohibited from erasing entries once made in the books ; should any mistakes occur, they will simply draw their pen once through such mistake, and state against it, the reason for having done so. This erasure must be subsequently countersigned by the visiting Inspector.

And not to make any erasures in these documents under any pretence whatever.

Import Cargo when all discharged a report to be made to the visiting Inspector.

14th. When the whole of an Import Cargo has been discharged, the Preventive Officer on board will report the same to the first Inspector who may visit the ship.

* Much confusion and inconvenience being felt on the Wharf from the careless and irregular form adopted by Commanding Officers on board ships in drawing out boat-notes, the Collector has ordered, that henceforth lithographed blank boat-notes shall be issued through this department, and every Officer on being posted to a ship, having Import Cargo, shall be furnished with a certain number, which he will hand to the Commanding Officer.

These boat-notes when filled up and signed by the Commanding Officer, must be countersigned by the Preventive Officer.

Each Inspector will have in his boat a supply of these forms, and Officers who may require them, will make their wants known to the visiting Inspector.

When an Inspector finds it necessary to make an addition of blank leaves to an Import or Export Cargo book, he will be careful to page the same, appending his initials to each page.

15th. Preventive Officers on board vessels are expected to have their books brought up, previous to the visits of the Inspectors in the morning.

16th. Preventive Officers are directed to return daily to office, (by the visiting Inspectors who in the Cargo books will give receipts for the same,) completed perwannahs and passes both Import and Export.

17th. When Preventive Officers are furnished with a copy of the Manifest of Import Cargo, it is to be their guide in permitting the discharge of Cargo, and they are specially interdicted from allowing, without a special order from the Collector or Superintendent, any goods whatever* to pass from the ship unless they appear to have been duly entered in the said Manifest.

18th. In the event of any Cargo being found on board, which does not appear in the Manifest, the Preventive Officer on board will detain the same until he has made a report of the case to the Superintendent, and this report he is required to make without loss of time.

19th. In regard to Export Cargo, Preventive Officers will take care that nothing is received on board which is not accompanied

Books, etc., to be brought up daily by the due entry of perwannahs and be ready previous to the visits of the Inspectors on the following morning.

Completed perwannahs and passes to be returned by Preventive Officer without delay.

Preventive Officers interdicted from allowing, without special order, any goods not manifested from passing out of ship.

But must detain such unmanifested goods and make a report of the same to the Superintendent.

Export Cargo not to be received without perwannah.

* Muster parcels and private packages excepted. See the order for private packages in the Circular.

by a perwannah, bearing the signature of the Deputy Collector or his Assistants, and it will be their (the Preventive Officers) duty to compare the goods brought with the protecting perwannah.* On finding them to correspond, they will then endorse the perwannah thus, "received on board," and attach their names, returning it with others every morning.

Cargo sent in part of perwannah how to be protected and how to be dealt with by the Preventive Officer.

20th. Should the Cargo brought along side be in part only of the original perwannah granted at the Custom House, it will be accompanied by Wharf Ticket, signed by the tide-waiter at the Custom House Wharf, which they will retain, and in like manner others, until the last dispatch, which will be accompanied by the perwannah itself.

* In consequence of one bale of Silk Piece Goods having been received on board the "Clairmont" unknown to the Officer, who excused himself on the plea, that he must have been taking his dinner below at the time of the transaction, the following extract of a letter from the Board of Customs, dated 29th July 1836, to the address of the Collector of Customs, is published for general information.

Para. 2nd. "The Board cannot admit any excuse whatever, in extenuation of the negligence charged against Mr. Baker. If any goods can pass into a vessel without being subjected to the inspection of the Custom House Officer on board, the employment of such an Officer at all is a mere waste of the public money. They accordingly authorize you to impose a fine of ten rupees on Mr. Baker, apprizing him at the same time, that a repetition of such negligence will subject him to removal from the department."

The Collector desires it to be distinctly understood that similar instances of neglect will subject the Officer to immediate suspension, with a recommendation to the Board for his dismissal.

21st. This document must be attached to the several Wharf Tickets with a piece of string, and forwarded to office by the visiting Inspector.*

X 22nd. When Ships are receiving Cargo, Preventive Officers will be careful to allow no boats with merchandize to come alongside after working hours, and they are not to allow Cargo boats, especially *covered* Cargo boats, to remain alongside of a ship after dark.

Boats coming alongside of a receiving ship, how to be dealt with.

X 23rd. Any boat laden, in the ordinary acceptation of that term, with goods brought alongside a ship without a *perwannah* being with it, or in the possession *previously* of the Preventive Officer on board, should be made to move immediately from the ship's side, and in the event of the manjee, or person in charge of the boat refusing to cast off† when desired to do so by the Preventive Officer on board, such act to be considered as constituting an attempt at fraudulent shipment. The boat with the goods laden on it to be seized forthwith, a memorandum made of the time and circumstance of the attach-

Boats laden with goods unprotected by passes, prohibited from remaining alongside of vessel. See Clause 7, Act XVI. of 1837.

* When any delay takes place between the receipt of the last Wharf Ticket and the *perwannah* under which it, and the preceding Wharf Tickets were issued, the Preventive Officer will bring the circumstance to the special notice of the visiting Inspector. See p. 7.

† That is cast off entirely, and not to fasten alongside by a rope, boat-hook, or otherwise.

ment, and the boat dispatched by the first opportunity to the Custom House.

24th. The Officers of the Preventive Service are informed, that if at any time a boat with goods is ascertained to have been allowed to remain alongside a ship, without a perwannah being provided in the manner specified, and the Preventive Officer on board such ship cannot satisfactorily account for the circumstance, he will for such neglect of duty, be held liable to immediate dismissal from the service.—(*See letter from the Board of Customs, dated 10th March 1837.*)

Bum-boats.

25th. Boats that have hitherto been in the habit of visiting Ships for the purpose of supplying the crew with petty articles of wear and consumption, and Dinghies with visitors, need not be interdicted.

Night vigilance enjoined.

26th. Preventive Officers will go out on deck once or twice during the night, and observe that no goods are passing in or out of the vessel, and should they see any boat alongside, they will satisfy themselves of the cause of their being alongside.

Preventive Officers rewarded for making seizures.

27th. Preventive Officers will be entitled to the rewards prescribed by law upon all seizures of goods, attempted to be illicitly passed, which may be effected by them, or through their instrumentality. This varies according to circumstances from one-

fifth to the entire net sale proceeds of the article seized and confiscated.

28th. When an Officer shall have seized any articles attempted to be landed or shipped without a pass, he is required to dispatch them under charge of a peon to the Custom House immediately. Should a peon not be at hand, or any thing happen to prevent him carrying the above order into effect, he will disregard any pass, which may come off after he has made the seizure, unless such pass be countersigned by the Superintendent, and send the articles under seizure by the first opportunity.

29th. And as it is the practice with ship-pers the moment any goods are seized on board of a vessel or alongside, to repair to the Custom House, and obtain a pass, in which they often succeed before the report of such seizure is brought to the Superintendent's notice, it will be to his own interest, as well as necessary to the ends of justice, that the Preventive Officer carefully notes in his report, the *hour* at which the seizure was made; and that he also makes an entry in his Cargo book of the time and circumstances of the seizure.

30th. A neglect of this order will subject the Officer making such seizure to the for-

When seizures effected by Preventive Officers, how to be dealt with.

feiture of that portion of the value of the article seized, fixed as his reward.

Preventive Officers not to trade.

31st. With reference to the peculiar nature of the duties which devolve on Preventive Officers, it is hereby notified, that no trading is permitted, either directly in their own names, or indirectly through constituted Agents.

Nor to make the most trifling purchases on board ship.

32nd. Preventive Officers are also prohibited, for obvious reasons, from making any purchases, however trifling, or borrowing money, from the Crew or Officers on board ship.

Rules for the conduct of Officers proceeding to, remaining at, and leaving Custom House Stations below Calcutta.

Report on arrival.

1st. Preventive Officers on board outward-bound Vessels arriving at Diamond Harbour or other Stations, as the case may be, will leave their Vessels, and report their arrival at the Station to the Officer in charge of the Station.

To be ready to re-embark at a moment's notice.

2nd. Officers are required to be ready to re-embark at a moment's notice, from the time of landing.

Preventive Officer's baggage.

3rd. To prevent delay, and insure order and dispatch, no Officer will be permitted to land more baggage than his bedding, and a trunk or box, the dimensions of which are

not to exceed in length three feet, depth eighteen inches, and not more than one servant. All extra baggage must be landed before the Vessel leaves Calcutta.

Officers carrying more baggage will be reported for disobedience of orders.

4th. Officers who first land at the Station, will take precedence on returning in charge of arriving ships. Provided, however, that such Officers are ready to start when ships are reported in sight. If not, the Officer in charge of the Station will dispatch the next in rotation, and place those who have delayed, at the bottom of the list of others present, reporting the names of such as have failed to join their Ships, and the cause.

Precedence in
returning.

5th. In the event of Vessels arriving off Town after office-hours, unprovided with Officers, the Inspectors, who are requested to keep a memorandum of the names and residences of all Officers off duty,* will command the immediate attendance of as many of such Officers as may be required, and furnishing them with the usual letter to the Captains or Commanding Officers (a few copies of which had better be in each Inspector's possession) post an Officer to each unprovided Vessel.

Vessels arriving
off Town after
office-hours unpro-
vided with officers.

* See page 11, Sect. 25.

Officers to report themselves when they leave vessels off Calcutta.

6th. Officers must report themselves in person at the Custom House, when they quit a Vessel. If they do not land before 4 P. M., they will report themselves at the office the following morning, at 10 o'clock.

Should they land on Sunday, they will report their return to the Inspector on duty at the Custom House on that day.

Officers not overtaking ships.

7th. When Officers posted at the Station down the river, have left the shore, and are unable (from any after-delay emanating from themselves) to overtake Ships; they will lose their turn, and be put at the bottom of the list of those present at the Station.

Officers when proceeding down or coming up in charge of vessels to be very watchful.

8th. Officers proceeding down the river and coming up in charge of Vessels, are required to be specially watchful when they are at anchor, and during the night, in order that no opportunity to smuggle be afforded to parties so disposed.

Book at Hastings' Bridge.

9th. For the guidance of this Department, in adjusting the period allowed by Government for an Officer to be charged to the State, under Sections xv. and xvi., Act xiv. of 1836, Officers are hereby warned not to pass Hastings' Bridge without entering in the book brought off by the Customs' Chowkey boat, the date and hour of passing the bridge; this order is not to interfere with the despatch of the ship. Should the Chow-

key boat not visit the vessel in passing, the Officer will report the circumstance by the *first opportunity that may offer.*

10th. This opportunity must also serve for Officers to send in their Export Cargo Books to the office, provided the ship has completed lading.

Export Cargo books to be sent to office by Chowkey boat at Hastings' Bridge.

11th. Officers are on no account to leave ships *dropping* down until they arrive off the Station, and not then, if the Pilot anchors. Should a vessel, after an Officer has landed, come to an anchor, he will immediately return, and not again leave the vessel until fairly under weigh. Preventive Officers are to leave all vessels (Emigrant Vessels, and Arab and other Vessels intending to complete their Cargo at Kedgerree or Saugor excepted) proceeding down by Steam on their being taken in tow by the Steamer.

When Officers are to leave ships.

12th. Should any packages, excepting baggage, be brought alongside a Ship proceeding down the river without a pass from the Custom House, they are not to be received on board. Should the owners however ship them in defiance of the veto of the Preventive Officer, the packages are to be treated as under seizure, until the Vessel arrives at the Station, when a report is immediately to be made to the Officer in charge of the Station, who will

Goods going on board on the way down.

seize and report the circumstances of the case to the Superintendent, for instructions, by Semaphore.

Goods arriving. **13th.** The same rule will be observed in all cases where goods are attempted to be removed without due authority, from arriving ships ; but small parcels of Newspapers, cut samples of piece goods, and other merchandise, may be delivered to parties applying for the same, provided the Officers are satisfied as to their contents.

Muster Parcels. **14th.** When a Ship arrives from England, the Preventive Officer in charge is authorized, when required to do so, to send before entry of the Vessel or receipt of Manifest all muster and paper parcels to the Custom House in charge of a peon, with a list of the same, specifying the marks, numbers and addresses of each, also the number of the peon in whose charge they may be sent.*

Rules observed
on arrival at Sta-
tion.

15th. The Officer in charge of the Customs' Station, will enter the name of every Officer arriving, with the date and hour, name of ship, etc., and will send to the Superintendent a daily return of the names

* But when Preventive Officers receive sample applications on which are written the orders "Pass if *Cut*," they will endorse the Pass and enter in their Import Cargo book—"Cut samples passed." Cut samples are *very small* pieces of Cottons, made up like a book to shew the quality of goods about to be imported, and Preventive Officers will always satisfy themselves by personal inspection that the muster parcels really contain *Cut* musters.

of ships to which Officers are reported from the Station. He will be particular to state also daily, how many Officers are present, and available at the hour of despatch of his report. Should more than six Officers be at one time at the Station, two of them must be sent up either in one of the Custom House boats, (or posted to foreign or salt-laden Ships) or in the Government Steamers, for which an order has been passed by the Marine Board.*

16th. Officers who may be posted to ships remaining at Saugor or Diamond Harbour, will forward all reports, perwannahs and other documents to the Custom House by Dawk, addressed thus:—

Officers posted to ships which do not come up higher than Saugor or Diamond Harbour.

On Service.

To

A. B. Esquire,

Collector of Government Customs,

Calcutta.

From C. D.

Preventive Officer,

On board the Ship ———— Capt. ————

* *Free passage for Preventive Officers on Honorable Company's Steamers.*

Extract of a letter from Captain J. H. Johnston to the Commanders of the Honorable Company's Tug Steam Vessels, dated 12th June 1837.

"You will be pleased to give effect to the proposed arrangement, relative to the Officers of the Preventive Service being allowed a Free passage on the Government Steamers to and from Diamond Harbour and Kedgerree, as they may be stationed.

"The individuals in question will take their own provisions on board, and it will therefore only be necessary for you to afford them ship-room, and the means of having their victuals cooked."

Inward vessels
arriving off Has-
tings' Bridge.

17th. The entries in the book sent off to arriving ships, when nearing Calcutta, to be made by the Preventive Officer.

Any Preventive
Officer not signing
this book to be
considered as ab-
sent without
leave.

18th. As the chief use of this book is to apprise the Superintendent of what ships come up unprovided with Officers, notice is hereby given, that after the circulation of this order, the omission of the name of the Preventive Officer, (when there is one on board,) in such report, will be construed into actual absence without leave.

Senior Officer at
the Station.

19th. Officers will consider themselves to be under the orders of the Officer in charge of the Station. In the absence of the Officer specially appointed to this charge, either from illness, or on private affairs, the Officer present at the Station who has been the longest on the highest gradation list, will send up the daily reports by Dawk, and will be also held responsible for reporting any irregularities on the part of the Officers under his controul, such as absence from the Station, drunkenness, etc.

Register of ar-
rival at that Sta-
tion.

20th. A book will be given to the Chowkedar at the Station, who will be directed to present it to each Officer coming from ships, for the purpose of registering their names, and the hour at which they come ashore. This record is to be considered as sufficient reference for adjusting all ques-

tions regarding priority of right, to be posted to arriving ships.

✦ 21st. Preventive Officers proceeding down in charge of vessels will, *while on the way down*, permit the relanding of any portion of the Cargo on board, which the Captain or Commanding Officer of the Vessel may certify, in writing, the urgent necessity for the removal of.

Goods landed from vessels proceeding down the river.

The Preventive Officer sanctioning such reland, will be careful however to make an early report of the circumstance to the Officer in charge of the Station at Diamond Harbour or Kedgerree for the information of the Superintendent.

In like manner the Officer in charge of a vessel which may ground in coming up will allow Cargo to be unladen under the Pilot's certificate, keeping a strict account of the Cargo so discharged, for the information of the Superintendent. J

All Preventive Officers are required to make themselves thoroughly acquainted with the foregoing instructions, as well as the Circular Orders attached, and they are hereby informed that any neglect, or non-observance of them, will be visited either with fine, stoppage of promotion, reduction to inferior grades, or dismissal from the Service, as the Collector and the Board of Customs may deem meet.

CIRCULARS.

CIRCULARS.

All communications connected with the duties on which Preventive Officers are employed, as well as any representations which they may have to make, must be made to the *Superintendent*.

Communications on duty must be made to the Superintendent.

No. 2. .

The receipt of the Manifest from the Superintendent's Department will continue to be the warrant to the Preventive Officer on board, for the discharge of all other Cargo, [except Salt, Timber—other than mahogany and pine boards,—and Elephants' teeth] which may appear in such Manifest.

No. 3.

1st. Officers are required to give immediate notice to the Superintendent, when they find that Salt forms any part of an Import Cargo.

Salt laden vessels to have two Officers posted.

2nd. Preventive Officers on board vessels laden with "Salt for Government" are hereby directed to give intimation thereof to the Harbour Master on his boarding the vessels off Calcutta, and to request that Officer to move such vessels, as near to the Govern-

Preventive Officers to give notice to Harbour Master when Government Salt is on board.

ment Salt Golahs, as the state of the Tides and other circumstances will permit.

3rd. When Officers are posted to vessels, of which part, or the whole of the Cargo is Salt, they will take care that no portion of it be removed, until special orders in writing be sent to them from the Custom House.

4th. As the protection of the Revenue demands the presence of two or more Officers, according to circumstances, on board Salt-laden vessels, until the whole Cargo of Salt is discharged ; it is required, that immediate notice be given to the Superintendent when the last of the Salt has been sent out of the vessel, that the department may be relieved from unnecessary expense by withdrawing the additional Officer.

5th. In forwarding this intimation, the two Officers must certify, that they have examined the vessel, and that no more Salt remains on board.

When two Officers are posted to Salt-laden vessels, they are to keep alternate watch at night.

6th. It has been frequently explained to Officers posted to Salt-laden vessels, that the object in putting Government to the expense of maintaining a constant watch, is to prevent the smuggling, or stealth of Salt, more especially by night. Officers employed on Salt-laden ships are therefore to keep watch alternately, and the Inspectors will be pleased to report any case of Officers found asleep

or absent from the deck when they ought to be on the alert.

7th. Under the orders of the Collector, dated 14th October 1840, when application is made for a 3rd Officer and a second pair of scales for a Salt ship, engagement must in the first instance be taken from the Captain, or Agents of the ship—that 700 maunds of Salt per *scale* will be delivered per diem, or that they will pay for the Extra Establishment granted them.

8th. In future should there be an excess of Salt beyond the manifested quantity on board of vessels, the Preventive Officers will continue to deliver it, on the presentation of the proper documents—such as rowannahs and deposit passes—without waiting to report the excess to the Superintendent.

9th. Officers will, however, be careful in noting at the end of their General Statement, the quantity beyond the manifested quantity actually discharged.*

10th. Inspectors are informed, and they will be pleased to communicate the information to Preventive Officers in charge of Salt-laden vessels, that no portion whatever of the Salt Cargo is to be retained on board

* See Collector's order, dated 10th April 1843, filed with the Superintendent, also note at foot of "Salt instructions."

for ship's consumption, unless duty is paid thereon.*

No. 4.—TIMBER.

Timber Cargo.

Officers on board of timber-laden vessels are hereby directed on no account to allow any timber, except mahogany and pine-boards, to be discharged without receiving specific orders from this office.

Discharge of
Timber Cargoes
how to be report-
ed.

As the present mode of reporting upon the back of the Deposit Clearance chillaun, the quantity and description of timber *daily* discharged from timber vessels is the cause of much confusion in the Import Department, Preventive Officers are hereby directed, not to note, as heretofore, on the back of the chillaun (*or pass*) a *daily report* of each description of timber sent out of the vessel, but to enter these particulars in their Import Cargo Books. When the *whole* of the timber, for which the chillaun or pass is granted, is discharged, then the Custom House Officer, taking the information from the daily reports entered in his Import Cargo Book, as above directed, must make *one, and only one*, general report of all the timber discharged ;—carefully noting the different descriptions, upon the back of the

* Vide Mr. Collector Bracken's order, received 11th September 1845.

chillaun, before sending that document to the Custom House, in the following form, viz.—

“Total quantity of timber discharged from the (name of the ship) under this pass.

“Crooks,..... Total, No. of pieces.

Duggies,..... Ditto.

Mast-pieces, Ditto.

Arties, Ditto.

Planks, Ditto.

(Signed) A. B.

(date.) Preventive Officer.”

No. 5.—BAGGAGE.

1st. When passes for baggage, signed by a Covenanted Servant, or the Superintendent, are furnished to Officers, either for the reception on board of, or delivery from vessels, it is intended, that trunks, drawers, small boxes, cabin furniture, and *bonâ-fide* cabin stores, should be allowed to pass without examination or molestation ; provided they belong to the parties for whom the passes are intended.

IMPORT BAGGAGE.

2d. Boxes soldered down, cases nailed down, and packages which may have the appearance of Cargo, or containing goods, not

in use, although intended for personal use, and not brought for sale, are liable to duty, such as millinery, musical instruments, saddlery, guns, pistols, carriages, wines, spirits, plate, glass, crockery, must be detained, and subsequently sent to the Custom House, in order that duty may be levied thereon in conformity to law, unless otherwise expressly passed in the baggage perwannah, or other document. In that case the address, or other distinguishing details, will be given in writing.*

3rd. Passengers, whose baggage may have been forwarded to the Custom House, are required to apply in *writing* (for personal applications cannot be attended to), to the Collector of Customs for a permit. Such application should contain the number of packages, with the contents and value of each.

EXPORT BAGGAGE.

4th. The foregoing paragraphs, 2nd and 3d, apply solely to the baggage of passengers arriving from beyond sea. In passing the baggage of passengers leaving this port, the Officer will exercise greater discretion, and

* See at page 5, Mr. Collector Walker's order relative to Baggage, which permits each passenger, Lady and Gentleman, to take away, as baggage, *one closed case each*.

pass all wearing apparel, new or old furniture, personal property in use, and stores, such as wines, spirits, tea, sugar, biscuits, in short, all edible and drinkable articles.

5th. Officers are hereby prohibited from altercating with passengers or others, when they find that orders are disregarded ; it is merely required, that they should respectfully ask the name of the party who sets at defiance the Custom House instructions, and to request that the Commanding Officer on board will detain such packages, as the owner may be endeavouring to ship or unship, contrary to orders. In the event of the Commanding Officer refusing to comply with the requisition, the Preventive Officer will record the transaction accordingly in his Cargo Book, so that the ship may be held responsible. On these occasions the Preventive Officers will also make their report to the Custom House as soon as possible.

Relative to passing baggage, no alteration allowed.

6th. It is desirable that the Preventive Officers should shew the above instructions to the parties who are unwilling to obey them, in order that they may make reference to the Collector, if they should think proper.

Preventive Officers to shew instructions to those who question their proceedings.

7th. Officers on board of foreign vessels ought to be specially on the alert night and

day ; the Chamber of Commerce having, through the Board of Customs, under date July 13th, 1836, suggested, that the guard against smuggling in such vessels, should be vigilant, and without intermission. It will consequently be the duty of Officers to be more particular in the passing of baggage from foreign vessels, although under permits ; should they have reason to suspect any illegal transaction, examination must be demanded, or the baggage detained.

Baggage without pass to be examined.

8th. When the usual passes are not supplied, the Officers will, as heretofore, examine baggage to be landed or shipped, unless in the former cases, it is sent to the Custom House.

No. 6.—SHIPMENTS FROM OUT-GHAUTS.

▪ Cotton, jute, hemp, grain, sugar, etc. shipped from ghauts other than the Custom House Ghaut.

Parties shipping with the permission of the Collector of Customs, cotton, jute, hemp, grain, sugar, etc. from ghauts, other than the Custom House ghaut, may either make over the permit to the Preventive Officer on board the vessel on which such goods are to be shipped, before the goods leave the shore, or forward the permit with the first boat-load ; in either case each boat-load, not accompanied by the permit, must be

protected by a boat-note, signed by the Shipper or his Agent, specifying the number and date of the permit, together with the number of packages in the boat.

The weight of these packages will be inserted in the permit, and should the Preventive Officer have reason to suspect that the packages contain excess weight, he may test them by weighment, if he has the means at hand, if not, he will report the circumstance to the Superintendent, who will order off scales and weights for the purpose.

After weighment, should an excess appear, the Officer will seize all packages containing excess weight, and report to the Superintendent for orders.

No. 7.—INCOMPLETE PERWANNAHS.

When the full quantity of any article, for which a perwannah has been granted, may not have been received on board, Officers are requested to pay particular attention, while noting on the back of the said perwannah the *deficiency, to state whether the article came alongside of the vessel or not*, —a similar remark to be made in the Cargo Book.

Perwannah when incomplete.

No. 8.—APPLICATION FOR REMOVAL OF PREVENTIVE OFFICER FROM A SHIP.

*

When Merchants
apply for the re-
moval of a Pre-
ventive Officer.

When Merchants, Owners, or Commanders of vessels apply to have Preventive Officers withdrawn on the plea of Import Cargo being wholly discharged, and not requiring to take in Export Cargo for some time, such application must be made to the Superintendent in writing, who will, if he think it advisable, issue the necessary instructions for the removal of the Officers.*

Vessels liable to
search.

Commanders of vessels, or their Agents applying to have the Preventive Officer withdrawn, when Import Cargo has been discharged on account of going into dock, or not immediately requiring to take in Export Cargo, with the view to relieve themselves from the charge of demurrage, to which they are liable under Section 15, of Act xiv. of 1836, are hereby apprized, that when an Officer is re-posted, it will be his duty to search the vessel in order to satisfy himself that no Cargo has been shipped during the period the vessel remained without a Preventive Officer, as authorized by Section 10 of that Act.

* In order to save the Government unnecessary expense, the Inspectors withdraw, without awaiting applications or orders to this effect, Preventive Officers from ships discharged in full,—on their ascertaining that Export Cargo is not likely to be shipped within a week.

This Act is rendered necessary from the circumstance of Opium having been detected in the act of being smuggled, even when Officers were on board.

No. 9.—PARCELS FOR THE BOTANICAL GARDENS.

Boxes or parcels from, or for the Honorable Company's Botanical Gardens, may be received or delivered by Preventive Officers before or after the vessel has obtained entry, or Port Clearance, without any pass from the Custom House, provided the contents are described to be shrubs or plants under the signature of the Superintendent of the Honorable Company's Botanic Gardens.

Passes from Honorable Company's Botanical Gardens.

No. 10.—IMPORTATION OF SUGAR.

Under Section 1, Act xxxii. of 1836, no sugar, either raw, refined, or candy, can be allowed to be landed from vessels, from any part of the world, without the special permission of the Collector of Customs, and Officers are hereby particularly cautioned to bear in mind this order, and to give notice

Sugar not to be imported.

of this prohibition to all Commanders of vessels.*

No. 11.—FREE PASSES FOR TRIFLING ARTICLES.

Quantity and quality of articles to agree with particulars on application for shipment.

It frequently happens, that applications are made by individuals to pass a small quantity of an article to a vessel, and with reference to the trifling quantity specified, an order is given to examine and pass.

Officers are expected to see that the article itself as well as quantity, actually corresponds with particulars in application, and if not, to send it immediately to the Custom House, under seizure.

No. 12.—PASSES FOR THE MASTER ATTENDANT.

Master Attendant's pass.

Officers on board vessels, will allow all Government packages to be shipped *without a pass from the Custom House*, provided the boat-note, or application to the Commanding Officer, bear the Master Attendant's signature; such packages must however be entered in the Officer's Export Cargo Book, and reported to the Superintendent by the first opportunity.

* By Act vi. of 1841, neither can Rum nor Rum-Shrub be imported without special permission of the Collector.

No. 13.

When goods have been received on board ship, and noted on the perwannah, it will be the duty of the Officer not to allow any portion to be re-landed, whether damaged or under any other pretext, without a *special* order from the Custom House ; and it will then be imperative on him to note on the back of the perwannah, and in his Export Cargo book, the particulars of such re-land, the date, number of perwannah, by which they were shipped, marks, and numbers, etc.

Relanding goods.

Should application be made to re-land any portion after the perwannah has been written off in full and returned to office, the Officer, after seeing the Collector's permission, will note carefully in his Export Cargo book, as above.*

No. 14.—MARINE STORES.

Extract of a letter from the Board of Customs, under date the 4th May, 1837.

“**RULE 1st.** Marine stores (not provisions) in use, and originally shipped

* This Circular is not applicable to goods re-landed from vessels grounded on the way up or down the river. (See page 31.)

for use, (the proof ~~X~~ rest with the Importers), such as old anchors, chain cables, kentledge, rigging, sails, masts, yards and empty water casks, will be exempt from duty. Old copper, taken from a vessel's bottom in the port, may also be passed free of Import duty.

“ **RULE 2nd.** All Marine stores, including provisions, new or old, *not* being the manufacture of Bengal, to be allowed free Export; of course if manifested as Cargo, they will be entitled to the drawback provided by law.

“ **RULE 3rd.** A sufficiency of Marine Stores, (not provisions) the produce or manufacture of Bengal, to be allowed to pass free of duty to any vessel requiring the same ; the quantity so to pass free, being left to the discretion of the Collector.”

With reference to Rule 1st, all applications to import Marine Stores, must be made in the first instance to the Collector of Customs, and Officers are prohibited from passing inwards, any stores without a pass bearing the signature of a Covenanted Officer, or of the Superintendent. ~~X~~

With reference to Rules 2nd and 3rd, Officers may allow the shipment of stores, contained in the following list, without any pass, merely entering them in a separate list, to be kept for this special purpose, at the end of the Export Cargo book. If Marine Stores not contained in, or in excess of the quantity given in the list, be brought for shipment, the Officer will allow them to be taken on board, and immediately report the case to the Superintendent.

STORES.

Anchors.

Bamboo, for Dunnage.

Beer.

Blocks, provided the number does not exceed 100.

Brandy.

Buckets.

Buntin.

Cables, Chain, Coir, or Rope.

Canvas, Europe.

Ditto, Country, provided the quantity does not exceed 150 bolts.

Copper, for ship's use.

Cordage, Rope or Twine.

Crockery and Glass.

Dammer.*

| | |
|---------|--|
| Stores. | Dungaree. |
| | Eggs. |
| | Felt. |
| | Fire-wood. |
| | Fruit. |
| | Gravel. |
| | Gin. |
| | Gunja, to the extent of one maund. |
| | Hay or Straw. |
| | Iron, for Ship's use. |
| | Kentledge. |
| | Lead, ditto. |
| | Leather, Pump, provided the quantity does not exceed 12 pieces. |
| | Masts. |
| | Mats, for Dunnage. |
| | Nails. |
| | Oakum. |
| | Oars. |
| | Onions. |
| | Potatoes. |
| | Paints. |
| | Planks, provided the quantity does not exceed 100. |
| | Pitch. |
| | Provisions, Fresh. |
| | Ditto, Salt, of all kinds, cured in the Country, or Sea imported. |
| | Rosin. |
| | Rum. |

Salt.

Stores.

Segars, not exceeding 10,000.

Spars.

Spirits.

Sails, English, or Country-made.

Spun-yarn.

Sugar, not exceeding two maunds.

Table Utensils.

Tallow Candles, not exceeding 1 maund.

Tar.

Tea.

Tobacco, to the extent of one maund.

Varnish, black and bright.

Vegetables.

Water Casks.

Wax Candles, not exceeding one maund.

Wine.

N. B.—1st. In the above have been inserted such provisions as are not liable to duty on Export.

2d. Officers may pass inwards *small* quantities of Bummaloe fish and onions belonging to the crew, and not brought as cargo, also Cook's Slush.

No. 15.—ACCOMMODATIONS TO OFFICERS.

In consequence of a letter dated 3d June 1836, from Captain Biddell, of the ship "*Asia*," on the subject of accommodation

Accommodations
to Officers.

Accommodations
to Officers.

and diet to the Custom House Officer, it is hereby notified to Commanders of vessels, that it is not incumbent on them to supply Officers with maintenance, diet, or provisions of any kind. They are merely required by the Regulation to furnish Officers with suitable shelter and sleeping accommodation, including fire for cooking purposes, and water.

The Inspectors are competent to decide upon what may be considered "*suitable accommodation*" for the officers.

In the event of Commanders or Officers of vessels refusing to afford suitable accommodation to the Officers, they will fill up a protest,* with which they will be furnished, and act according to Board's Orders, as contained in their letter, dated 2nd August 1836, from which the following is extracted :—

"Para. 3rd. The object of the Protest being to prove the act of refusal by Commanders to afford the necessary accommodations to the Custom House Officers, it will the Board thinks, be requisite that the document should, in every instance, be received from the Custom House Officers, and delivered to the Officer then in charge of the ship by the Inspector of the division within

which the act of refusal occurred, at the time the latter Officer visits the Vessel. The Custom House Officer, however, need not wait the arrival of the Inspector before drawing up his protest. He should do that, and read it, or state the substance of it, to the Captain, or Officer in command, before the Inspector arrives ; but he will wait the Inspector's arrival for the delivery of the document. The Inspector will be careful before delivery of the document, to satisfy himself of the propriety of the measure, and to affix his official signature to the Protest, in confirmation of the same; noting also the hour and date of its delivery. He will then report the circumstance to you. Should the Inspector not have been able to deliver the Protest to the Master of the vessel in person, you will be so good as to send notice to that individual at his Agent's or his residence, if known on shore, that the Protest has been delivered to the Officer in command on board, and that the vessel has come under the penalties prescribed by law." *

Accommodations
to Officers.

* Preventive Officers are occasionally called upon by Commanders of vessels to give up their accommodations, (with a view to the Cabins being assigned to Passengers or filled with freight) some few days previous to the ship's sailing. But it is optional with the Preventive Officer to comply with such requisition, as under Act XIV. of 1836, they are entitled to suitable accommodation so long as they remain in official charge of a vessel.

Officers objecting to work on the Sabbath, are nevertheless to continue on board.

A Register will be kept in the Office of those Officers who refuse to work on the Sabbath, Good Friday and Christmas Day, and who will not therefore be called upon to perform any duty on those days ; an extra Officer being of course dispatched to superintend in their place the receipt or discharge of Cargo as may be required.

Working after Office hours.

In modification of Section 4, Act xvi, of 1837, the following rules are promulgated :

1st.—Preventive Officers can only superintend the receipt of Cargo from sun-rise to sun-set, and not before or after. If a boat of Cargo is commenced upon before sun-set and is not completed by that time, it must remain incomplete until the next morning at sun-rise, unless the remainder of the Cargo is shipped under the provisoes of the ensuing rule.

2nd.—When *valuable* cargo, such as Indigo, Saltpetre, Sugar, Silk, &c. goes alongside of a vessel unexpectedly, and that no opportunity offers for a reference to the Collector or Superintendent for permission to work after office hours, should the Commanding Officer, either from the state of the weather, or apprehension of theft, &c., wish to take in such cargo immediately

on its arrival, he will have the goodness to make a requisition to that effect to the Preventive Officer *in writing*, as per form annexed; and the Preventive Officer, on receipt of such requisition, will comply with the request.

Working after
Office hours.

3rd.—In all *possible* cases, however, Commanding Officers wishing to work after regulation hours, or on Sunday, or Holidays, should apply beforehand to the Collector of Customs, or to the Superintendent, who will either send instructions to the regular Officer, or depute a fresh Officer, as may be most convenient.*

4th.—The rate to be charged for working after regular hours, that is, *from sun-set to mid-night*, is fixed at Five Rupees for *each* requisition, and Ten Rupees, *when it exceeds this time*.

5th.—The rate per diem, *for working during working hours*, that is, *between sunrise and sun-set* on Sundays, Christmas day, Good Friday, New-year's and Queen's Birth Day, (24th May) is fixed at Five Rupees for *each* requisition.†

* No order for working on Sunday to be granted except under authority of Collector. See notice 5, 25th March 1847.

† This section is applicable to work done on board vessels in charge of the Dhonee Department. See letter from Apkar and Co., dated 5th November 1841, No. 135, with Collector's order appended—also letter from Superintendent to Dhonee Supervisor, dated 6th November 1841, No. 100.

6th.—Officers entitled to this extra pay, will make out regular bills for the same against the ship. These bills must be sent with the requisition to the Superintendent for his counter-signature, before they are presented for payment.

(a) Here state the reason; whether on account of the weather, or to prevent robbery of the goods, or to facilitate the loading of the vessel.

(b) Five or ten rupees, according to the time he may be so employed.

Form of Requisition for taking in Cargo after working hours—

"In consequence of (a) _____
I, _____, Chief
Officer of the _____,
desire to take in Cargo, now unexpectedly brought
alongside; and it being after regulation hour, I hereby
agree to pay a Fee of (b) _____ Rupees
to the Preventive Officer for superintending the same."

(Date) _____ Commanding Officer.

No. 17.

Elephants' teeth.

Elephants' teeth, whether Manifested or not, must be sent to the *Custom House* in charge of peons, with an exact account of the bundles, or packages, or loose teeth, as they may be.

No. 18.

Gunpowder.

X *Extract of a letter to the Master Attendant, from the Secretary to the Marine Board, dated 6th July 1827.*

"I am directed to inform you, to instruct Pilots to warn Commanders to land only

such gunpowder at Moyapore Magazine, as is intended for ship's use ; that intended for sale, is to be brought up to Calcutta, and lodged in the Howrah Magazine."

Preventive Officers are accordingly hereby directed to allow gunpowder for ship's use to be landed at Moyapore Magazine, from vessels proceeding up the river ; and to permit *Cargo* gunpowder to be brought up, and deposited at the Howrah Magazine, reporting the latter circumstance whenever it may occur.



No. 19.

Preventive Officers are requested to certify on the back of the Bills of Lading to the shipment of goods, on which Government may have made advances in the following manner :

Certificate of shipment to be granted on bills of lading for Goods on which the Honorable Company have made advances.

"Goods actually shipped."

A. B.,

Preventive Officer.

It will be the business of the shipper to apply to the Preventive Officer on board for this Certificate, and also to point out the particular perwannahs, under which the shipments may have been made. The Preventive Officer will also make an entry in his Cargo Book.

"Certificate granted for goods shipped under perwannah No. _____ of _____"

No. 20.

Import Manifests,
&c.

When a Vessel has discharged her Import Cargo, and the Import Cargo Book and Manifest are about being sent to office, the following instructions must be observed by the Preventive Officer in charge.

1st.—At the bottom of the Manifest must be inserted a list of *all* the unmanifested packages, which, during the discharge of Import Cargo, may have been sent to the Custom House in charge of peons.

2ndly.—If the *whole* of the Import Cargo has been discharged, a report to this effect signed by the Preventive Officer in *full*, and with date attached, must be inserted at foot of the Manifest and Import Cargo Book. •

3rdly.—When any package which is entered in the Manifest has not been passed out of the ship, as per Import Cargo Book, the reason, for instance—“*Not to be landed,*” “*Missing, and not to be found on board,*” or “*Kept on board for the round,*” must be clearly and distinctly stated on the *Manifest*, and in the *Import Cargo Book*. The Preventive Officer is here reminded of the positive necessity for seeing that the packages “not to be landed,” or “kept on board for the round,” are *bonâ fide* on board at the time of making his report.

4thly.—After the Cargo Book and Manifest are thus returned, no portion whatever of the Cargo, either “kept on board for the round,” or as Cargo “not to be landed,” can be landed, without a special order to this effect from the Collector, or from the Superintendent; and further, when such Cargo is not so landed, it must be inserted in detail in the Export Cargo Book as “a portion of the Import Cargo which was not landed.”

No. 21.

1st.—When goods are allowed to be weighed and delivered direct from a Ship under a Deposit for the duty, the Preventive Officer will be furnished with a Weigh Book, into which he will enter, *at the time of weighing*, each draft of the Scales as shewn at the commencement of the Book.

Orders relative
to the weighing
of Goods on Board
Ship.

2nd.—When goods are weighed in gross, that is to say, in their packages, the Preventive Officer may always pass to the extent of 5 per cent. over and above the quantity mentioned in the Deposit Challaun.

3rd.—In allowing Goods, which are weighed on board, under Deposit application, to be passed from the ship, the Preventive Officer will be guided by the *weights* mentioned in the Deposit Challaun, *and not by*

the Packages ; and he will be careful not to pass, without a special order, a larger quantity than the 5 per cent. (mentioned in Section 2, of this Circular,) over and above the weights set forth in the Deposit Challaun.

4th.—When requested to do so by the applicant, in order to ascertain the *actual* Tare of Packages, one or two packages of each size (when they differ in size) may be started and weighed ; the *Net* weight of the entire Consignment is not to be stated by the Preventive Officer, as the net is adjusted from the gross weight in Office, from a Table of fixed Tares.

5th.—He will also report how the goods are packed ; if in Gunny bags, whether in *single* or *double* bags.

6th.—When goods in any case are weighed Net, the Officer should report.

7th.—In all possible cases, the agreement of the person attending the Weighment on the part of the importer, should be procured *in writing*, on the back of the Deposit application.

8th.—Preventive Officers will take care that the packages, which they are weighing, contain the goods detailed in the Deposit application, and no other ; they can satisfy themselves on this point by occasionally opening a package during weighments.

9th.—When the weighment has been completed, the Officer will return the Deposit application to Office, under cover to the Superintendent, together with an abstract report of the out-turn, written on the back of the Deposit application, thus—

Weighed and delivered 139 bags of Black Pepper, weighing gross (or net) maunds 300, seers 14, and chittacks 3. Three hundred maunds, fourteen seers, and three chittacks.

A. B.

(Date.)

Preventive Officer.

I agree to the above weight.

C. D.

On the part of the Importers.

Started and weighed 2 bags, weight of the 2 bags equal 4 seers.

A. B.

Preventive Officer.

10th.—Inspectors visiting ships, on which goods are being weighed, will see these rules observed, and that the book of weighment be correctly kept, and report any deviation to the Superintendent.*

No. 22.

When parties interested in the Cargo of a vessel, or others, desire to break open any

Opening Cargo
packages on board
ship.

* See also "Instructions to Inspectors," Sect. 13, page 6.

packages on board, the Officer will remonstrate against the measure, and immediately report the circumstance for orders.

This is intended to apply to Cargo intended for importation, and not to stores.

X

 No. 23.

Cargo discharged or received at several parts of the vessel to be attended to by an extra Officer.

Officers do not seem to be aware that they are neglecting the interests of Government, which they are employed specially to protect, by allowing Cargo to be discharged or received at more parts of the vessel than they can take a correct account of.*

When such an arrangement is contemplated by the Commanding Officer, it will be the duty of the Preventive Officer to exhibit this order, and protest against the proceeding. Should this fail in effect, the Preventive Officer will immediately report the circumstance to the Superintendent who will send off extra assistance, at the expense of the vessel, to superintend the business, that cannot be done satisfactorily by one Officer.

X

 No. 24.

Boat-notes for Out-passes.

For all goods passed out of a vessel under perwannah, or Out-pass, a Boat-note, as per

* This rule is sometimes relaxed, for instance, in discharging Coals, Iron, &c., and in the receipt of Rice, Sugar, Saltpetre, &c. under orders, of course, of the Collector.

form No. 2,* is to accompany each despatch from the Ship to the Godowns of the Importers.

Unless special permission to the contrary is given, Imported Goods protected by out-passes are not to be sent in the same boat with goods despatched to the Custom House in the ordinary way, and each boat is to be protected by one Boat-note only.

No. 25.

1st. Very great inconvenience and delay, in the clearing of vessels, having arisen from packages *addressed to individuals*, being taken out of ships by the parties, or their friends, or agents, without passes from the

Relative to manifested Packages for private individuals.

* Form of Boat-note No. 2, of which a supply will be furnished to each Preventive Officer on board an importing Ship.

FORM No. 2.

Boat-note No. ———

This Boat-note protects the undermentioned goods from the ——— Captain ——— direct to the godowns of ——— passed by L. R. No. ——— of the ——— 184 —

| Marks and Numbers upon the Packages. | Description of Packages. | Description of Goods. | Name of Consignee. | To whom delivered. |
|--------------------------------------|--------------------------|-----------------------|--------------------|--------------------|
| | | | | |

On board the ———
The ——— 184 —

Officer on board.
Preventive Officer.

Custom House, and such taking away by individuals not being within the meaning of the terms "*Sent to land*", used in the Act, the practice is prohibited in future.

2nd. Preventive Officers should recommend to Commanders to send all such packages at once to the Custom House, and unless so sent, they will not permit them to pass out of the ship without orders from the Collector or his Deputy.

3rd. It will of course be understood, that this order applies only to private packages addressed to individuals, and does not extend to general merchandise.

4th. With regard to unmanifested packages, Preventive Officers will observe the rule laid down in former orders.

X No. 26.

Ship's Commanding Officer's Receipt for the shipment of Country Rum to be countersigned by Preventive Officers.

In all shipments of Country Rum, whether in small quantities (say one or two Hogsheads,) as Stores, or in large quantities as Cargo, the Preventive Officer on board will countersign the *Ship's Commanding Officer's receipt for the Rum*, whenever he is requested to do so by the shipper.*

* Vide order of the Collector of Customs, dated 27th February 1844.

No. 27.

Instances having occurred on which smuggled Opium has been discovered packed in Passengers' and Seamen's Clothes' Chests, Preventive Officers are hereby ordered to strictly examine all packages of this description when shipped upon vessels bound to the Mauritius—to Penang, Malacca, Singapore, China, &c.*

Smuggled Opium.

No. 28.

The following Extract of a letter from the under Secretary to the Government of Bengal to the Board of Customs, Salt and Opium, No. 733, dated 18th March 1846, is hereby circulated for the information of the Officers of the Preventive Service.

Reward for seizing Contraband Opium.

1st. I am directed to acknowledge the receipt of your letter No. 404, dated 26th ultimo, reporting on the proposal for increasing the reward to Preventive Officers for making Opium Seizures on board of vessels.

2nd. In reply, I am directed to state, that the Deputy Governor would allow to the Officers in question half the value of the Contraband Opium seized, whether it be

* See Collector's letter to the Superintendent No. 391, dated 27th October 1845.

good or marketable, or of ~~inferior~~ quality, according to the valuation of the Opium Examiner at the Presidency.*

No. 29.

Native Passengers.

Preventive Officers in official charge of vessels loading for the Mauritius, Bourbon, New South Wales, the West Indies, or any other port of the world to which Natives of India are likely to be taken, are hereby strictly enjoined to prevent the embarkation of any Natives, whether going on board as passengers, or as native servants, *beyond the number specified in a "list"* which will be sent from this Department on the outward clearance of the vessel.

2nd. On leaving his vessel either at Cooly Bazar or at Diamond Harbour, the Preventive Officer will be careful to make over the above "list" to the Pilot in charge, taking his receipt for the same.

3rd. It being the object of Government to prevent the illegal deportation of the Natives of this country, Preventive Officers will consider it to be a paramount duty to prevent, to the best of their ability, the

* See letter from Government No. 69, dated 11th March 1847. Reward, 4 Rupees per seer of 80 tolahs of good Opium ; 3 Rupees if inferior but of marketable quality, and *nothing* if not marketable. Board's letter No. 439, same date.

shipment of any Native, unless written authority for such shipment is produced.

4th. This Circular is not considered as applicable to the cases of Native Pilgrims proceeding to their respective shrines by vessels clearing out for the Gulph and Red Sea. But it is particularly intended for the protection of Natives who may be taken on board, under false pretences, and detained on board against their wills.

No. 30.

The Collector of Customs has been Leave.
pleased to direct, that Officers who may be relieved from Ships in the regular course of business, will be entitled to leave without deduction from their pay, as follows:

| | |
|---|---------------------|
| For every 10 days' and under 20 days' consecutive duty on board ship, | 1 day's duty leave. |
| 20 and under 30 days, | 2 do. do. |
| 30 and under 40 do. | 3 do. do. |
| 40 and under 50 do. | 4 do. do. |
| 50 and under 60 do. | 5 do. do. |
| 60 and under 70 do. | 6 do. do. |

and so on in proportion up to 10 days' duty leave, which is to constitute the maximum of this description of leave, which under any circumstances can be granted to a Preventive Officer.

Leave. 2nd. In all cases of application for duty-leave for non-continuous duty on board ship, the orders of the Collector are to be taken, provided the Superintendent considers the applicants to be deserving of the indulgence.

3rd. In addition to the above leave, the Collector has been pleased to order that Permanent Officers, who object to work on a Sunday, may, without prejudice to their claim to duty-leave, or forfeiture of pay, come on shore on that day, when, on the application of the Captain or Agent, an extra Officer, at the expense of the vessel, is sent to superintend the receipt or discharge of Cargo.

4th. This privilege of coming on shore on a Sunday, is also extended to the Permanent Officer on board of a Salt Ship, whenever two Officers may be in charge, provided no Salt is being weighed.

5th. The Collector has also been pleased to permit the Permanent Officer on board a Salt Ship to come on shore on Native Holidays, when no Salt is to be weighed or other work to be done.

6th. In reference to Section 3rd, the deputed extra Officer is to relieve the Permanent Officer on Sunday at 7 A. M., and he is to be relieved the next morning at the

same hour :—and in reference to Section 4th, the Permanent Officer of a Salt Ship can be absent from his Vessel, under its authority, only from sun-rise to sun-set.

Leave.

7th. The privilege granted by Sections 4th and 5th, may be transferred to the Junior Salt Officer, when the Senior Officer does not feel disposed to avail himself of it.

8th. The Board of Customs, in their letter to the Collector No. 857 of the 10th May 1847, having recorded their opinion, that the Leave Rules, promulgated by Government on the 24th July 1846, are applicable, to a certain extent, to the Preventive Service, Leave of Absence under Medical Certificate, and that on private affairs, are to be regulated as follows :—

1. Preventive Officers will be allowed once in three years, leave of absence, under Medical Certificate, for twelve months, on half pay. The residence during such absence, to be confined to places within the limits of the East India Company's Charter.
2. If the period of leave, granted under this rule, be less than one year, the same will be extended, whether continuously or otherwise, to the

Leave.

full period allowed by the rule, on the production of a Medical Certificate, shewing the necessity for such an extension.

3. Applications for leave of absence, on private affairs for a period of one month and upwards, can only be forwarded to the Board for sanction, on urgent cause being shewn. Leave, on private affairs, can only be granted to the extent of six months ; during which period, the Absentee will be allowed to draw half pay, residence during absence to be confined to places within the limits of the East India Company's Charter.
4. As it is a necessary condition to the grant of leave, either on private affairs or Medical Certificate, that no additional expense is to be incurred by Government thereby, it is to be also understood, that no Officer, appointed to officiate on the Permanent List, will draw more than half of the Salary of the person whose absence on leave causes the temporary vacancy in the Establishment. Thus, if an Officer of the 5th Grade ob-

tains leave of absence, the person temporarily placed on the list, will draw only Fifty Rupees per month.

Leave.

5. The present practice for the grant of leave, on private affairs, for shorter periods than one month, will continue to obtain on forfeiture of half pay; but the Superintendent will not send up for the Collector's sanction an application of this nature, unless satisfied as to its urgency.*

9th. When a Preventive Officer on the authorized leave is about to become available for duty, or when the special leave on private affairs, which he may have obtained is about to expire, in both cases, if either from indisposition, or from an intention to apply for further leave, he does not anticipate being enabled to attend on the day registered for his resuming his duties, he must give one day's previous notice to the Superintendent, in order that the necessary arrangements may be made for the performance of his duties.

Any Officer neglecting to comply with this order, will, if reported sick, forfeit the

* Frequent applications for leave on any account must be deemed prejudicial to an Officer's efficiency.

Leave.

whole of his pay during the time he may be absent on sick leave; his application for such extension will be peremptorily rejected.

Any Officer *taken suddenly* ill on the day on which he was to have placed himself on duty, forms, of course, an exception to the above order.

10th. On the day on which Preventive Officers become available for duty, they are to attend at the Custom House at 10 o'clock, and they are hereby further required to report themselves, in writing, to the Superintendent *immediately* on their arrival at the Custom House. Any Officer, coming to Office after 10 o'clock, or failing to report himself for duty, as above ordered, will be subject to loss of pay for the day.

11th. When Officers report themselves for duty, they are expected to be ready to join a ship *at a moment's notice*.* Hitherto much inconvenience, delay, and consequent detriment to the regular working of the system have arisen from Officers, after being appointed to ships, going home on pretence of getting themselves ready. This excuse will no longer be recognised; and any infringement of this order will be visited by a Fine of Five Rupees for *every* hour

* When required for service at Diamond Harbour Station, Officers, as hitherto, will be allowed three or four hours to prepare for the trip.

such Officer may be absent after he has been posted.

12th. The permission to afford immediate relief to Preventive Officers in cases of extreme necessity, granted by Mr. Collector Walker in the correspondence at foot, is hereby continued.

Letter, No. 149.

To R. Walker, Esq., Collector of Government Customs, Calcutta.

"Sir,—Mr. Kiernan, in consequence of a death which occurred in his family, applied to two of the Inspectors for immediate relief this morning at 7 o'clock. From circumstances beyond their controul, the gentlemen applied to, could not comply with Mr. Kiernan's request until the opening of the office, or 10 o'clock.

"2nd. Mr. Langtry, the individual appointed to relieve Mr. Kiernan, although dispatched from the office at $\frac{1}{2}$ past 10 o'clock, did not reach the "Zenobia" until 12 o'clock. He has been called upon to account for the delay; but in the interim, Mr. Kiernan's feelings have been severely tested, opposed, as they must have been, to his sense of duty.

"3rd. To provide for cases of this description, and as I am aware of your wish to ameliorate the confinement to which Preventive Officers on duty must necessarily be subjected, as much as the interests of the Revenue will permit, I take the liberty of proposing, that on all very urgent applications, such as Mr. Kiernan's, the Inspectors, when they see no reason to apprehend injury to the Revenue as a consequent, and where no Officer can be had within a reasonable time, may be authorized to allow the applicant to leave his vessel *without awaiting relief*. It will, of course, be the duty of the Inspector giving this permission, to see, that the applicant's place is subsequently supplied as quickly as circumstances will admit of."

CALCUTTA CUSTOM HOUSE,
PREVENTIVE DEPARTMENT,
The 29th February, 1840.

I have, &c.,
(Signed) N. CAMPBELL,
Superintendent Preventive Service.

To N. Campbell, Esq., Superintendent Preventive Service, Calcutta.

"Sir,—I concur entirely in the sentiment above expressed, and sanction your directing the Inspectors to grant immediate relief in all cases of extreme urgency, similar to Mr. Kiernan's."

CALCUTTA CUSTOM HOUSE,
The 29th February, 1840.

I am, &c.,
(Signed) R. WALKER,
Collector Government Customs.

. DHONEE DEPARTMENT.

RULES OF THE DHONEE DEPARTMENT.

On the arrival of a vessel, the Super- Imports.
intendent of Dhonees will proceed on board, and ascertain, as far as practicable, what cargo is on board, he will then point out the spot where she is to remain, and having certified on the back of the clearance* that she has complied with the Regulations, he will direct the Commander to proceed to the Custom House to enter Manifest.

2. On receipt of the duplicate Manifest from the Superintendent, he will enter that document in his Import Register, grant the vessel a number, and he will be careful that all applications bear the number as well as the name of the vessel.

3. All goods, with exception of those noted in the margin,† are to be sent to the Custom House in charge of Peons, accompanied by Challauns and Boat-notes. Merchants are to be relieved as much as

* The Maldiv Vessels not having clearances, will receive a certificate from the Superintendent of Dhonees, in the form noted hereafter.

Certified, that the Dhonee *Nacoduh* *from Maldiv,*
has in compliance with the Regulation anchored off the boundary

DHONEE ESTAB.

Signed A. B.

The

18

Supt. of Dhonees.

† Cocoanuts, chanks, coir, and cowries, when passed on deposit, under the superintendence of extra Tide-waiters, or by the Dhonee Establishment when practicable.

possible from the expense of extra Officers, and the Collector desires that the Dhonee Superintendent will pay particular attention to this.

Betelnuts, Coconut
Kernels, Coconuts,
Coir and Coir Rope,
Cowries, Chanks, Dam-
mer, Ghee, Grain,
Elephants' Teeth,
Wax, Goat Skins,
Horns, Hides, Oils,
Tobacco, Tortoise
Shell, Sapan Wood,
Sandal Wood, Red
Sanders, Sago,
Turmeric. — Vide
Notification of 1st
June, 1838.

4. When Dhonees arrive from the coast laden with goods enumerated in the margin, covered by Madras or Bombay certificates, shewing the payment of duty at a Custom House under the Madras or Bombay Presidency, in excess of what may here be leviable, the Superintendent, provided the goods correspond with the certificates and Manifest, will at once weigh and pass, without sending them to the Custom House Wharf.

5. The Importer in these cases will present his Challaun and certificates to the Superintendent, who, after converting the certificate weights into Indian maunds, and comparing the value per certificate with the value in the Calcutta Table of fixed rates, and so ascertaining that the duty already paid is in the excess of what may here be leviable, will pass the Goods, and forward the Challaun with the report and the certificates, for registry to this Office.

6. Should any excess be found, the same must be detained and reported.

Goods on export are to be passed on board in the following manner :

7. Perwannahs for Grain are to be presented with the first boat load, and a Boat-note made by the shipper is to be given with every succeeding boat.

8. Articles passed through the Custom House are to be accompanied by Perwannahs, or Boat-notes, and the Dhonee Superintendent will see that the articles correspond with those documents.

9. As great inconvenience would be felt by the Custom House, as well as by the Merchants, were all goods shipped under the denomination of stores, required to be passed through the Custom House, the Collector directs that all such goods shall be allowed to be taken on board under the following rules :—

10. All goods required to be passed as stores must be accompanied by a Boat-note, or Ticket, describing the quantity, quality, and prices, of the articles ; the Dhonee Superintendent after satisfying himself that all is correct, will permit to pass. Articles which may be liable to duty, will be charged at once prior to the grant of Port Clearance. The Dhonee Superintendent will enter the articles in a Store Book to be kept for the purpose, with which he will compare the store list prior to sending the Clearance Application to the Superintendent

of the Preventive Service. To check attempts at fraud, the Superintendent of Dhonees will occasionally refer to the Appraiser of the Custom House, and to the Bazar, for the values of articles usually taken on board, called stores of the commanders and crews of Native Craft.

11. When a vessel shall have completed her lading, the Export Clearance Application, Marine Paymaster's Certificates, Police Certificate, Import Certificate, and Store List, are to be presented to the Superintendent of Dhonees, who will compare the Perwannahs with the Clearance Application, and dispatch them, under cover, to the Superintendent. When Export Clearance is obtained, the Superintendent of Dhonees will, on production of that document, permit the vessel to leave the boundary and proceed on her voyage.

Vessels importing grain from places subordinate to the Bengal Presidency.

Grain is to be measured or weighed, whichever may be found to suit the convenience of Merchants, and as no duty is leviable on such Imports, there is no apprehension of fraud, it is therefore desirable that every facility should be granted to the Grain Trade.

The hours for the transaction of business are from Ten A. M. until Sunset, Sundays and other Christian Holidays excepted. 7

1st June, 1838.

DENOMINATIONS OF TIMBER.

DENOMINATIONS OF TIMBER.

It is so difficult to give a correct classification of the different descriptions of Timber, that the following denominations are merely supplied as some guide to the Preventive Officers.

Arties—Run from 6 to 8 inches in breadth, and 12 to 9 feet in length. The ends not sawn, but dubbed off with an adze. Arties.

Beams—Are pieces of Timber, not exceeding 25 feet in length, and from 7 to 10 inches square. Beams.

Burgahs (or Rafters)—Are of various lengths, and used for roofings; they are from 2 to 3 inches square, and being the smallest description of Timber imported, cannot be mistaken. Burgahs.

Crooks (Ship's)—Are of various sizes and shapes, running from about 7 to 12 feet in length, and 6 to 10 inches square. Crooks (Ship's.)

Crooks (Boat's)—All below the dimensions above mentioned, may be denominated Boat's Crooks. Crooks (Boat's.)

Duggies—Are long rough pieces of straight Timber, sometimes running the same dimensions all along, and sometimes smaller at one end; are dubbed off with an Duggies.

adze, and not sawn; they measure from 26 to 35 feet in length, 18 to 22 inches broad, and from 14 to 16 and 17 inches in thickness.

**Gun-Carriage
Pieces**

Gun-Carriage Pieces—Are so called from their being of sufficient breadth to make one side of a Gun-Carriage without joining. They run from 12 to 18 feet in length, 12 to 20 and 22 inches broad, and 3 to 5 inches in thickness.

Keel Pieces

Keel Pieces (Rangoon)—Are something like Duggies, and may often be mistaken for them. They frequently vary in dimensions, and exceed Duggies in length and breadth. They are sometimes of less diameter than Duggies, but not in length.

Loozars

Loozars—Are short logs, from 18 to 24 inches, and sometimes more in diameter; in length 12 to 16 or 17 feet, and are generally roughly squared off.

Mast-Pieces

Mast-Pieces—Are of all lengths from 28 feet upwards, and from 8 to 24 inches in diameter, known also by being round.

Pindoos

Pindoos—Are a description of small Shinbin, something between a Gun-Carriage piece and a Shinbin, but not longer at any time than the former.

Planks.

Planks—Vary in length from 18 to 50 feet, 2 to 6 inches thick, and from 6 to 18 inches in breadth.

Poon-Boards—Are from $\frac{3}{4}$ to one inch in thickness, from 9 to 12 inches in breadth, and from 12 to 24 feet in length. Poon-Boards.

Poon Mast Pieces—Are imported of all sizes, but are not above one-third of the value of a Teak. Poon Mast Pieces.

Shinbins—Can hardly be mistaken. They run from 20 to 40, and sometimes (but rarely) more in length. From 14 to 18 inches in breadth, and $2\frac{1}{2}$ to $4\frac{1}{2}$ inches in thickness. Shinbins

Sheathing Boards—Are planks under the dimensions attached to “planks.” Sheathing Boards.

Square Pieces—Are of various lengths from 12 feet upwards, 12 to 24 inches square. All under these dimensions may be termed square Logs. Square Pieces.

A P P E N D I X.

ACT No. XIV. OF 1836.

*Passed by the Right Hon'ble the Governor General of
India in Council, on the 30th May, 1836.*

I. It is hereby enacted, that from the 1st June next, such parts of Regulations IX. and X. 1810, Regulation XV. 1825, and of any other regulations of the Bengal Presidency, as prescribe the levy of transit or Inland Customs Duties, or of Town Duties; and likewise the schedules of Duties and Provisions of any kind contained in these, or any other regulations for fixing amount of Duty to be levied upon goods imported into, or exported from, the said Presidency by sea, shall be repealed. Provided, however, that nothing herein contained, shall be construed to prevent the levy of Duties at the rates now in force at the Custom House and Chokies established on the line of the Jumna, or on any Frontier line, upon goods crossing that line for import into, or export from, the Territory of the East India Company by land, nor to affect the regulations in force for imposing and levying Duties on Salt, the produce of Western and Central India.

II. And it is hereby enacted, that Duties of Customs shall be levied on goods imported by sea into Calcutta, or into any other place within the Provinces of Bengal and Orissa, according to the rates specified in schedule A. annexed to this Act, and with the exceptions specified therein, and the said schedule with the notes attached thereto, shall be taken to be a part of this Act.

III. And it is hereby further enacted, that Duties of Customs shall be levied upon country goods exported by sea from any Port of Bengal or Orissa according to

Regulations imposing Transit and Town duties in the interior, and fixing rates of Import and Export duty on sea goods repealed.

Except as regards the Jumna frontier line.

And duties on western salt.

Import duties to be levied according to schedule A. annexed.

Export duty to be collected on country goods according to schedule B. annexed.

the rates specified in schedule B. annexed to this Act, with the exceptions therein specified, and the said schedule with the notes attached thereto, shall also be taken to be a part of this Act.

No goods entered therein as liable to duty to be exempted, except by order of Government.

But the Collector may pass Baggage belonging to passengers at his discretion.

Existing Rules to be enforced for levying the new Import and Export duties.

Place may be fixed by the Governor of Bengal, beyond which an inward-bound vessel is not to proceed until a Manifest has been delivered to Pilot to be forwarded.

IV. And it is hereby enacted, that no goods or articles whatsoever, entered in either of the said schedules as liable to Duty, shall be exempted from the payment of such Duty, or of any part thereof, except under special order from the Governor of Bengal. Provided however that it shall and may be lawful for the Collector of Customs or other officer in charge of a Custom House, to pass free of duty, as heretofore, any Baggage in actual use, at his discretion, and in case of any person applying to have goods passed as such, the Collector, acting under the orders of the Board of Customs, Salt, and Opium, shall determine whether they be Baggage in actual use, or goods subject to Duty, under the rules of this Act.

V. And it is hereby enacted, that the Rules and Regulations now established for the levy of Duties of Customs on goods imported into, or exported from, Calcutta and other Ports of the Presidency of Fort William in Bengal, shall continue to be in force, and shall be observed and applied for the levy of the Import and Export Duties, imposed by this Act, unless repealed or altered, or repugnant to the provisions thereof.

VI. And it is hereby enacted, that it shall be lawful for the Governor of the Presidency of Fort William in Bengal, by an order printed in the Calcutta Gazette, to fix a place in any River or Port in Bengal or Orissa, beyond which place it shall not be lawful for any inward bound vessel, save and except such Dhonees and Country Craft as are referred to in Section 22 of this Act, to pass until the Master or Commander shall have delivered to the Pilot on Board, for the purpose of being forwarded by the public dawk or otherwise, as may be

ordered by the Board of Customs, Salt, and Opium, a manifest made out in the form prescribed by Section 45, Regulation IX. 1810, and it is hereby enacted, that if the manifest so delivered by the Master and Commander shall not contain a full and true specification of all goods imported in the vessel, the Master or Person in charge thereof shall be liable to a fine of 1,000 Rs. and any goods or packages that may be found on board *in excess of the manifest so delivered*, or differing in quality or kind, or in marks and numbers, from the specification contained therein, shall be *liable to be seized* and confiscated, or to be charged with such increased Duties* as may be determined by the Board of Customs, Salt, and Opium; and if any inward-bound vessel shall remain outside, or below the place so fixed by the Governor of Bengal, the Master or Commander shall in like manner, deliver to the Pilot so soon as the vessel shall anchor, a manifest as above prescribed; and if any vessel entering a Port for which there is a Custom House established shall lie at anchor therein for the space of twenty-four hours, the Master and Commander whereof shall neglect to deliver the said manifest to the Pilot on board, he shall for such neglect be liable to forfeit the sum of one thousand Rupees, and no entry or Port Clearance shall be given for such vessel, until the fine is paid.

VII. And it is hereby enacted, that no vessel shall be allowed to break bulk until the manifest described in the preceding Section of this Act, and another copy thereof to be presented at the time of applying for entry inwards, shall have been received by the Collector of

Master to be responsible for its correctness under penalty of Rs. 1,000.

Goods in excess or not corresponding with manifest, to be seized and confiscated or charged with increased duties.

The masters of vessels lying below, to deliver manifests on coming to anchor.

If remaining at anchor 24 hours without sending manifest, to be subject to penalty of 1,000 Rupees.

No vessel to break bulk unless 2 copies of manifest have been received.

* When goods are not manifested through inadvertence, the Collector may, without reference to the Board, levy double duty. When there may be reason to suspect the omission arises from fraud, the Collector must report to the Board, (see Board's Letter of 30th June, 1836.)

And entry may be refused until papers of the places of departure are delivered.

Collector may send a Custom House Officer on board any vessel.

To remain on board till she sails.

Persons refusing to admit Custom House Officers, or not giving them proper accommodation, liable to fine.—See Section 6, Act XVI. of 1837.

Collector may order a vessel to be searched.

Bulkheads to be

Customs, and order shall have been given by the said Collector for the discharge of the Cargo; and the said Collector may further refuse to give such order if he shall see fit, until any Port-Clearances, Cocketts, or other papers, known to be granted at the places from which the vessel is stated to have come, shall likewise be delivered to him.

VIII. And it is hereby enacted, that it shall be competent to the Collector of Customs at any Port of Bengal or Orissa at his discretion, to send one or more officers of Customs on Board of any vessel at any time; and the Custom House Officer so sent, shall remain on board of such vessel by day and by night, until the vessel shall leave the Port or, or until it be otherwise ordered by the Collector of Customs.

IX. And it is hereby enacted, that any Master or person in charge of such vessel, who shall refuse to receive a Custom House Officer on board, when so deputed, as above provided, or shall not afford such officer suitable shelter and sleeping accommodation while on board, shall be liable to a fine not exceeding the sum of 500 Rupees for each day, during which such Officer shall not be received and provided with suitable shelter and accommodation, which fine shall be adjudged by, and at the discretion of the Board of Customs, Salt, and Opium, at Calcutta, and the vessel by the Master or person in charge of which such fine shall have been incurred shall not be moved until the same shall be paid.

X. And it is hereby enacted, that whenever a Collector of Customs shall see cause to direct that any vessel shall be searched, he shall issue his warrant or written order for the same, addressed to the Custom House Officer on board, or to any other Officer under his authority, and upon production of such order, the Officer bearing it shall be competent to require any Cabins, Lockers, or Bulkheads to be opened in his presence, and

if not opened upon his requisition, to break the same open; and any goods that may be found concealed, and that shall not be duly accounted for to the satisfaction of the Collector of Customs, shall be confiscated, and any Master or person in charge of a vessel, who shall resist such Officer, or refuse to allow the vessel to be searched when so ordered by the Collector of Customs, shall be liable upon conviction for every such offence, to a fine of 1,000 Rupees, to be adjudged by any Magistrate or Justice of the Peace of the place.

XI. And it is hereby enacted, that no goods shall be allowed to leave any vessel, or to be put on board thereof until entry of the vessel shall have been duly made in the Custom House of the Port, and order shall have been given for discharge of the Cargo thereof as above provided; and it shall be the duty of the Custom House Officer on board, and of all Officers of Customs, to seize as contraband, any goods which shall have been removed or put on board of any vessel, in contravention of the above provision, on which any attempt shall have been made to remove from, or to put on board of, any vessel in contravention of the above provision. And after entry of the vessel at the Custom House in due form, such part of the Cargo as may not be intended and declared for re-exportation in the same vessel shall be sent to land. And export cargo shall be laden on board thereof according to the rules and practice now in force, and if an attempt be made to land or put on board goods or merchandize in contravention thereof, the goods or merchandize shall be liable to seizure and confiscation.

XII. Provided however, and it is hereby enacted, that no goods shall be allowed to leave any vessel under the said rules, unless the same be duly manifested, and any goods found on board in excess of the manifest, or not corresponding with the specification and description

broken open if not opened on requisition.

Any concealed goods to be confiscated.

Resistance or refusal of Masters punishable with fine of 1,000 Rs.

Goods not to be landed or put on board till entry of the ship is duly made.

Cargo to be sent ashore and laden outwards according to existing forms.

Goods unmanifested not to be landed in ordinary form.

But to be seized on board.

Master to be answerable that all goods manifested are forthcoming and duly passed.

Under penalty of 500 Rupees for each missing package of unknown value, or double duty if assessable.

Rule for presenting an amended or supplemental manifest.

Custom House Officers taking unauthorized fees or bribes subject to penalty of 500 Rupees.

Same penalty on persons offering.

therein contained, shall be seized by the Custom House Officer on board, in order that they may be dealt with as prescribed in Section 6 of this Act; and if goods entered in the manifest shall not be found on board the vessel, or if the quantity be found short, and the deficiency be not duly accounted for, or if goods sent out of the vessel be not landed at the Custom House, or at such other Ghaut or place as the Collector of Customs shall have prescribed or permitted, there to be passed in due form, the Master or Commander shall be liable to a penalty not exceeding five hundred Rupees for every missing or deficient package of unknown value, and for twice the amount of duty chargeable on the goods deficient and unaccounted for, if capable of being assessed therewith. Provided, however, that nothing herein contained, shall be construed to prevent the Collector of Customs from permitting the Master or Commander of any vessel to amend obvious errors, or to supply omission from accident or inadvertence by furnishing an amended or supplemental manifest,* but the receiving of such shall always be discretionary.

XIII. And it is hereby enacted, that any Custom House Officer whatsoever, who shall demand or accept any gratuity not authorized by any existing regulation or order of Government in consideration of doing, or of omitting to do any act in his official capacity, shall forfeit for every such offence, the sum of five hundred Rupees; and any person who shall offer a bribe to any Custom House Officer in order to induce such Officer to act in a manner inconsistent with his duty, shall forfeit a like sum; and these penalties shall be adjudged on conviction before any Magistrate or Justice of the Peace of the Town, District or Place, where the Custom

* Note.—A fee of 5 Rs. to be levied on admission of supplemental manifests, (see Board's Letter, dated 16th June, 1837.)

House may be established by such Magistrate; and in default of payment, any person so convicted shall be committed to the Civil Jail of the City or District until the fine be paid, or for a period not exceeding six months.

XIV. And it is hereby enacted, that when goods shall be seized as contraband and liable to confiscation, the Collector of Customs shall investigate the case, and according to his judgment, shall either release the goods or adjudge them to confiscation; and whenever he shall declare goods to be confiscated, he shall report his proceedings for confirmation and final adjudication by the Board of Customs, Salt, and Opium. Provided, however, that nothing herein contained shall be construed to prevent the Governor of Bengal from ordering the release of goods seized, or from remitting any penalty whatsoever that may be incurred for contravention of the Customs Laws.

Collector to investigate and adjudge confiscation.

Board's confirmation necessary.

XV. And it is hereby further enacted, that twenty days exclusive of Sundays and Holidays, shall be allowed for the discharge of the Import Cargo of vessels not exceeding six hundred tons burthen, and thirty days, exclusive of Sundays and Holidays, for the discharge of the Import Cargo of vessels exceeding that burthen; and the said periods shall be calculated from the day of the Tide-waiter, or other Custom House Officer first going on board,* and if the whole cargo be not discharged by the expiration of the above stated periods respectively, the Master or Commander shall be charged with the Tide-waiter's or other Officer's wages and other expenses, for any further period that he or they may be detained on board. And if the Owners, Importers or Consignees do not bring their goods to land within the

Twenty or thirty days allowed to clear inwards, according to tonnage.

After which the Master to pay charges of the Custom House Officer.

* Note.—It is now calculated from the date of the ship's arrival off Town.

Master to land goods if Consignees do not.

If these fail Collector may land and warehouse.

And may land packages before 20 days with consent of Master.

Further period of 15 or 20 days for continuous landing for Export. (1)

periods above fixed it shall be the duty of the Master or Commander so to do. And if any goods remain on board after the time fixed as above, for the discharge of the Import Cargo, the Collector may order the same to be landed and warehoused for the security of the duties chargeable, and of any freight and primage, and other demands that may be due thereon, giving his receipt to the Master for the same. Provided always, that in all cases it shall be lawful for the Collector, or other Officer in charge of the Custom House, that the consent of the Master of the vessel to cause any packages to be brought on shore and to be deposited in the Government warehouse for the security of the duties and charges thereon, although twenty days may not have expired from the entry of such vessel; and in case goods so landed and warehoused, or any goods brought to land from any vessel be not claimed and cleared from the Custom House within three months from the date of landing,* it shall be competent to the Collector to sell the same on account of the duties, freight, and other charges incurred and due thereon.

XVI. And it is hereby enacted, that a further period of fifteen days, Sundays and Holidays excluded, shall be allowed for putting on board Export cargo, if the vessel shall not exceed 600 tons burthen, and twenty days if exceeding that burthen, when the lading and unlading thereof shall be continuous, and the Master or Commander shall in such case, not be charged with the wages and expences of the Custom House Officer on

* Altered to 3 months from the date of ship's entry, (see Act XVI. of 1837, Section 13.)

(1) Extended by Government order under date the 19th September 1838, to 20 and 30 days respectively, (see Board's Letter, dated 9th October, 1838,) and subsequently to 25 and 35 days by Government order (of the 15th May 1839,) at the same time the distinction between continuous and non-continuous lading done away with, (see Collector's Letters, dated 5th September, and correspondence between Board and Government, dated 9th October, 1838.)

board until after the expiration of such additional periods respectively. And if a vessel having discharged its Import Cargo shall be laid up, the Custom House Officer on board shall be withdrawn so soon as he shall certify that no goods remain on board, excepting necessary stores and articles for use; and when a vessel so laid up, shall be entered at the Custom House for receipt of Export Cargo, a Custom House Officer shall be sent on board, and if the said last mentioned Officer shall certify that no goods are on board, saving as above excepted, twenty days, exclusive of Sundays and Holidays, as above, shall be allowed from the date of such certificate for the lading outwards of a vessel not exceeding 600 tons, and thirty days for vessels exceeding

If the vessel be laid up Tide-waiter to search and leave, certifying that it is empty.

20 and 30 days according to tonnage, allowed for lading a vessel outwards after be-

Note.—When a Ship puts back, she takes a *fresh departure* in the matter of calculation for demurrage, vide Government order dated 27th September, 1837. Board's letter, 10th October, 1837.—See also orders of the 1st February, 1843, relative to the exclusion of Sundays in the account—after completion of the allowed demurrage.

CASE.

Submitted for the orders of the Collector.

"A vessel clears and drops down the river before she comes under any claim for demurrage on account of Preventive Officer. On her way down, she is injured and obliged to return to Town. She unloads and re-loads, *without re-entering*, and departs without re-clearance—or she clears—as the case may be. Query. Whether under the circumstances of the case, the calculation for Preventive demurrage claim is to take a fresh departure,—that is to say, to be made from the period she returns to Town, to that of her finally leaving Town—or whether it is, (with reference to her first departure,) to be continuous to the original calculation—the Preventive Officer being on board all the time."

(Signed) N. CAMPBELL,
Superintendent.

31st August, 1843.

"I think that the terms of the Board's order, allowing a fresh period without charge for a Preventive Officer, include the case of a Vessel returning from damage or stress of weather—even though she may not re-enter."

(Signed) E. CURRIE,
Collector.

ing laid up; but search and certificate that nothing is on board, necessary.

When penalty has been incurred by a Master,

The Collector may refuse Port Clearance of the vessel till it be paid.

Goods shipped after Port Clearance to pay double Duty, and 5 per cent. if free.

In case of re-landing for damage, &c., Officer to proceed on board to watch.

And Cargo not to be exempt from Duty on re-export, unless all the while in charge of Custom House Officers.

that burthen; after which period, respectively, the Master and Commander shall be charged with the wages and expences of the Custom House Officer on board to the date of the vessel's sailing from the port.

XVII. And it is hereby enacted, that if any person in charge of any vessel shall have become liable to any penalty, fine, or demand, on account of any act or omission relating to Customs, the Collector of Customs shall be competent, subject to the orders of the Board of Customs, Salt and Opium, to refuse Port Clearance to such vessel, until the fine shall be discharged.

XVIII. And it is hereby enacted, that upon any goods passed through the Custom House for shipment, the application for which shall be presented after Port Clearance shall have been taken out, double the prescribed duty shall in all cases be levied, and if the* goods be free, five per cent. upon the market value shall be levied thereon.

XIX. And it is hereby enacted, that when a vessel having cleared out from any port shall put back from stress of weather, or it shall for any damage or from other cause, be necessary that the Cargo of a vessel that has cleared out, shall be unshipped or re-landed, a Custom House Officer shall be sent to watch the vessel, and take charge of the Cargo during such re-landing or removal from on board; and the goods on board such vessel shall not be allowed to be transhipped or re-exported free of duty, by reason of the settlement of Duty at the time of first export, unless the goods shall be lodged in such place as shall be allowed by the Collector of Customs, and shall remain while on land, or while on board of any other vessels under special charge

* Modified by Section 12, Act XVI of 1837. Goods entitled to drawback only forfeited. Rule not to apply to Bullion. (Board's letter dated 15th August 1837, on Opium.)

of the Officers of Customs, until the time of re-export ; and all charges attending such custody, shall be borne by the Exporter, or by the applicant for this advantage ; provided, however, that in all cases of return to Port after Port Clearance on account of damage or for stress of weather, it shall be lawful for the owner or for the Master and Commander, to re-enter the vessel and land the Cargo under the rules for the importation of goods, and the Export Duty shall in that case be refunded,* and the amount paid in drawback be reclaimed, and the goods be placed in all respects as before being passed for exportation ; and if goods on account of which drawback has been paid, be not found on board the vessel, the Master shall forfeit the entire value thereof, unless he account for them to the satisfaction of the Collector of Customs.

XX. And it is hereby enacted, that when goods shall be re-landed before the lading of any vessel is complete, and Port Clearance has been granted, the duty levied upon such goods, shall be returned to the Export, but no refund† shall be made of duty paid on the Export of any goods after Port Clearance shall have been granted for the vessel on which the goods were exported, except the vessel shall have put back for stress of weather or for damage, and the goods shall have been re-landed under the rule contained in Section 19 of this Act.

XXI. And it is hereby enacted, that vessels owned by Natives of Arabia and coming from the Ports thereof, and likewise the vessel of any country or Port of Asia not subject to the dominion of the King of the United Kingdom of Great Britain and Ireland, excepting Dho-

Proviso for re-importation when duties and drawbacks are to be refunded.

And Master to forfeit the value of drawback on goods not forthcoming.

No refund of Export duty after Port Clearance.

Arabs and other Foreign Asiatic vessels to be deemed Foreign.

* Refund of duty allowed on goods saved from vessels entirely lost in the river, as in the case of the American Ship "Gasper," lost near Hoogly Point.

† Nor free transshipment, nor free re-export. Board's letters dated 17th September 1836, 15th May, 1837, 14th May, 1838.

nees and small craft from the Maldivé and Nicobar Islands, as herein under provided, shall be deemed Foreign vessels. *

Dhonees, &c.
to be required to
anchor in a parti-
cular part of the
river.

Penalty if not
moved to said
ghant when re-
quired, 100 Ru-
pees.

Vessel, its equip-
ment or cargo may
be seized.

XXII. And it is hereby enacted, that Dhonees, Country Craft, and other small vessels, not brought into the Port of Calcutta by Pilots, shall be required to anchor and moor in such part of the River Hooghly as shall be marked out by the Collector of Customs, with the sanction of the Board of Customs, Salt and Opium, and if any such vessel shall anchor in any other part of the River than as so marked out, and the Master or Person in charge thereof shall not immediately upon being ordered so to do, move his vessel to the place marked out, he shall be liable to a fine of 100 Rupees, to be adjudged by the Collector of Customs, and the vessel, or any part of its Equipment or Cargo may be seized and sold in satisfaction for such fine; and goods shall be landed from such vessels and put on board for Export according to such rules, and at places as shall be prescribed by the Collector of Customs; and vessels of this description coming from the Maldives, or from the Nicobar Islands, shall be considered as British vessels.

* Modified, (see Notification of the 14th June 1837,) by which Arab vessels are now permitted to enter under the privileges of British vessels.

SCHEDULE A.

ALTERED BY ACT IX. OF 1845.

Rates of Duty to be charged on Goods imported by Sea into any Port of the Presidency of Fort William in Bengal.

| No. | Enumeration of Goods. | When Imported on British Bot- toms. | When Imported on Foreign Bot- toms. |
|-----|--|---|---|
| 1 | Bullion and coins, | Free, | Free. |
| 2 | Precious stones and pearls, ⁽¹⁾ ... | Ditto, | Ditto. |
| 3 | Grain and pulse,* | Ditto, | Ditto. |
| 4 | Horses and other living animals,... | Ditto, | Ditto. |
| 5 | Ice, | Ditto, | Ditto. |
| 6 | Coal, coke, bricks, chalk and stones, ⁽²⁾ | Ditto, | Ditto. |
| 7 | Books printed in the United Kingdom, or in any British Possession, ⁽³⁾ | Ditto, | Ditto. |
| 8 | Foreign books, | 3 per cent. ... | 6 per cent. |
| 9 | Marine stores, the produce or manufacture of the United Kingdom, or any British Pos- session, ⁽⁴⁾ | 5 per cent. ... | 10 per cent. |
| 10 | Ditto ditto, the produce or ma- nufacture of any other place or country, | 10 per cent. ... | 20 per cent. |
| 11 | Metals, wrought or unwrought, the produce or manufacture of the United Kingdom, or any British Possession, ⁽⁵⁾ | 5 per cent. ... | 10 per cent. |
| 12 | Metals, ditto, the produce or ma- nufacture of any other place, .. | 10 per cent ... | 20 per cent. |
| 13 | Tin, the produce of any other place than the United King- dom, or any British possession, } | 10 per cent. ... | 20 per cent. |
| 14 | Woollens, the produce or manu- facture of the United Kingdom or any British Possession, ⁽⁶⁾ .. | 5 per cent. ... | 10 per cent. |
| 15 | Ditto, the produce of any other place or country, | 10 per cent. ... | 20 per cent. |
| 16 | Cotton and silk piece goods, and all manufactures of cotton or silk, or of cotton or silk mix- ed with any other material, } the produce of the United Kingdom or of any British Possession, ⁽⁷⁾ | 5 per cent. ... | 10 per cent. |
| 17 | Ditto ditto, the produce of any other place, | 10 per cent. ... | 20 per cent. |

* Split pease to be considered pulse, but grain prepared in any way dutiable.

| No. | Enumeration of Goods. | When Imported on British Bot- toms. | When Imported on Foreign Bot- toms. |
|-----|--|---|---|
| 18 | Cotton thread, twist and yarn, } the produce of the United } Kingdom, or any British Pos- } session, } | 3½ per cent. ... | 7 per cent. |
| 19 | Ditto ditto, the produce of any } other place, } | 7 per cent. ... | 14 per cent. |
| 20 | Porter, Ale, Beer, Cider and } other similar fermented liquors, } | 5 per cent. ... | 10 per cent. |
| 21 | Opium, | { 24 Rs. per seer } of 80 tolas, ... } | { 24 Rs. per seer } of 80 tolas. } |
| 22 | Salt,* | { Rs. 3-4 per md. } of 80 tolas } per seer, ... } | { Rs. 3-4 per md. } of 80 tolas } per seer. } |
| 23 | Alum, | 10 per cent. ... | 20 per cent. |
| 24 | Camphor, | 10 per cent. ... | 20 per cent. |
| 25 | Cassia, | 10 per cent. ... | 20 per cent. |
| 26 | Cloves, | 10 per cent. ... | 20 per cent. |
| 27 | Coffee, | 7½ per cent. ... | 15 per cent. |
| 28 | Coral, | 10 per cent. ... | 20 per cent. |
| 29 | Nutmegs and Mace, | 10 per cent. ... | 20 per cent. |
| 30 | Pepper, | 10 per cent. ... | 20 per cent. |
| 31 | Ratans, | 7½ per cent. ... | 15 per cent. |
| 32 | Tea, | 10 per cent. ... | 20 per cent. |
| 33 | Vermillion, | 10 per cent. ... | 20 per cent. |
| 34 | Wines and Liqueurs, | 1 Rupee per gallon, | 2 Rs. per gallon. |
| 35 | Spirits, consolidated duty, in- } cluding that levied heretofore } through the Police of Calcutta, } And the duty on Spirits shall } be rateably increased as the } strength exceeds of London } proof, and when imported in } bottles,† five quart bottles shall } be deemed equal to one imperial } gallon. | Rs. 1-8 per im- } perial gallon, ... } | { Rs. 3 per impe- } rial gallon. } |
| 36 | All articles not included in the } above enumeration, } | 5 per cent. ... | 10 per cent. |

* Now 2 Rs.-12 As. per maund—Notification of 31st March 1847, No. 583.

Note.—Guano free, see letter from Government to Board in re Mackey. Board's letter No. 959, of the 21st May 1846.

† Six quart bottles to be deemed equal to the Imperial Gallon, see Notification of the 15th May 1847.

Notes to the foregoing Schedule.

| | Enumeration of Goods. | | When Imported on British Bottoms. | When Imported on Foreign Bottoms |
|-----|---|---|-----------------------------------|----------------------------------|
| | <i>Precious Stones.</i> | | | |
| (1) | { Cornelian beads, &c. agates,* | { Come under this head,... | Free. | Free. |
| | { Bricks,... .. | { This denomination does not include Bath or scouring bricks which are dutiable as unenumerated, | { 3½ | 7 |
| (2) | { Stones,... .. | { Refers to the article in its rough state and for building; not to the manufactured articles, such as mill-stones, grind-stones, stones, | { 3½ | 7 |
| | { Stones,... .. | { Plates, caps, &c. neither to marble or manufactured marble, such as busts, statues, which are liable to duty as unenumerated articles, | { 3½ | 7 |
| | { Slates and Clay,... .. | { Dutiable as unenumerated articles, | { 3½ | 7 |
| | { Flints, | { In a rough state are, ... | Free. | Free. |
| | { Books, Articles, Maps, or Engravings, ... | { Are not exempt from payment of duty under this head, but considered unenumerated. When letter press and engravings or maps are combined in any work, the Rule is, if the maps or engravings merely illustrate the letter press, the work passes free as a book. If the letter press be a mere illustration of engravings or maps, the work is dutiable as an unenumerated article, | { 3½ | 7 |
| (3) | { Music and Music Books, ... | { Are dutiable as unenumerated, | { 3½ | 7 |
| (4) | { | { Under this head are not included Deal's and Short's Lanterns and Varnish, which pay as unenumerated articles, | { 3½ | 7 |

* No. 1. Blood stones.

| | Enumeration of Goods. | | When Imported on British Bottoms. | When Imported on Foreign Bottoms. |
|-----|--|--|-----------------------------------|-----------------------------------|
| | | <i>List of Marine Stores.</i> | | |
| | | Anchors, | | |
| | | Blocks, | | |
| | | Buntin, | | |
| | | Fir spars, | | |
| | | Canvas, | | |
| | | Hemp cordage, | | |
| | | Grappels, | | |
| | | Kentledge, | | |
| | | Sail twine, | | |
| | | Tar and pitch, | | |
| | | Rosin, | | |
| | | Cables, chain, coir rope, . | | |
| | | Ship's chandlery, | | |
| | <i>Metals.</i> | | | |
| | { Plate and plated-ware, . . . } | Come under this head, . . . | 3 | 6 |
| | { Hardware, . . . } | If not united with any other substance, falls under this head; if united, is considered unenumerated, . . . | 3½ | 7 |
| | { Jewellery, . . . } | When the metal part cannot be separately valued from the stones, is considered unenumerated. | 3½ | 7 |
| (5) | | When it can, the stones are valued separately* for free entry, and the mounting subjected to duty as worked metal, | | |
| | | If wholly of metal, as worked metal, | 3 | 6 |
| | | As unenumerated articles, | 3½ | 7 |
| | <i>Watches.</i> | | | |
| | { Gold and silver leaf, brass leaf or oriside, . . } | As metal, | 3 | 6 |
| | <i>Instruments.</i> | | | |
| | { Astronomical, Mathematical, Musical, and Surgical, } | Are considered unenumerated, | 3½ | 7 |
| | { Guns, &c. fire arms, } | Ditto, ditto, | 3½ | 7 |

* *Metals.*—Machinery of a value exceeding 1,000 Rs. and consisting like steam engines almost entirely of metallic materials, to have entry at rate of metals, or 3 per cent. when the produce of a British Possession, (see Board's letter dated 26th June 1839, and Mr. Prinsep's letter of same date.)

| | Enumeration of Goods. | | When Imported on British Bottoms. | When Imported on Foreign Bottoms. |
|------|--|---|-----------------------------------|-----------------------------------|
| (6) | Woollens. ... | Under this head are comprised all articles manufactured from wool, viz. lamb's wool, lascars' woollen caps, | 3 | 6 |
| (7)* | <i>Piece Goods.</i> Silk Handkerchiefs, China silk and (rape shawls, cotton and silk scarfs, | When in pieces of more than one handkerchief, scarf, or shawl, are considered piece goods, when in single pieces, as unenumerated, | 3½ | 7 |
| | Ribbons, ... | Come under the head of unenumerated articles, ... | 3½ | 7 |
| | Mixed Goods, | Of woollen and cotton, woollen and silk, or cotton and silk, as unenumerated, | 3½ | 7 |

And when the duty is declared to be ad valorem, it shall be levied on the market value without deduction, and if the Collector of Customs shall see reason to doubt whether the goods come from the country from which they are declared to come by the Importer, it shall be lawful for the Collector of Customs to call on the Importer to furnish evidence as to the place of manufacture or production, and if such evidence shall not satisfy the said Collector of the truth of the declaration, the goods shall be charged with the highest rate of duty, subject always to an appeal to the Board of Customs, Salt, and Opium.

And upon the re-export by sea of goods imported, excepting opium and salt, provided the re-export be made within two years of the date of Import as per Custom House Register, and the goods be identified to the satisfaction of the Collector of Customs, there shall be retained one-eighth of the amount of duty levied, and the remainder shall be repaid as drawback. And if goods be re-exported in the same ship without being landed (always excepting opium and salt, in regard to which the special rules in force shall continue to apply) there shall be no Import duty levied thereon.†

* Also cotton blankets.

† See also Act XVI of 1837, Sec. 14. This clause has now retrospective effect.

SCHEDULE B.

Rates of Duty to be charged upon Goods exported by Sea from any Port or Place in the Presidency of Fort William in Bengal.

| No. | Enumeration of Goods. | Exported on British Bottoms. | Exported on Foreign Bottoms. |
|-----|---|--|--|
| 1 | Bullion and coin, | Free, | Free. |
| 2 | Precious stones and pearls, ... | Ditto, | Ditto. |
| 3 | Books printed in India, | Ditto, | Ditto. |
| 4 | Horses and living animals, ... | Ditto, | Ditto. |
| 5 | Opium purchased at Government sales in Calcutta, | Ditto, | Ditto. |
| 6 | Cotton wool exported to Europe, the United States of America, or any British Possession in America, (') | Ditto, | 8 annas per md. of 80 tolas to the seer |
| 7 | Ditto ditto exported to places other than above, | 8 annas per md of 80 tolas per seer, | 16 annas per md. of 80 tolas to the seer. |
| 8 | Sugar and rum exported to the United Kingdom, | Free, | 3 per cent. |
| | Or to any British Possession, (') | 3 per cent | 6 per cent. |
| 9 | Ditto exported to any other place, | 3 per cent. | 6 per cent. |
| 10 | Grain and pulse of all sorts, . | 1 anna per bag not exceeding 2 mds. of 80 tolas to the seer, or if exported otherwise than in bags $\frac{1}{2}$ an anna per md. | 2 annas per bag not exceeding 2 mds. of 80 tolas to the seer, or if exported otherwise than in bags 1 anna per md. |
| 11 | Indigo, | Rs. 3 per md. of 80 tolas to the seer. | Rs. 6 per md. of 80 tolas to the seer. |
| 12 | Lac dye and shell lac, | 4 per cent. | 8 per cent. |
| 13 | Silk, raw filature, | 3 $\frac{1}{2}$ annas per seer of 80 tolas. | 7 annas per seer of 80 tolas |
| 14 | Silk, Bengal wound, | 8 annas per seer of 80 tolas. | 16 annas per seer of 80 tolas. |
| 15 | Tobacco, | 4 annas per md. | 8 annas per md. |
| 16 | All country articles not enumerated or named above, | 3 per cent. | 6 per cent. |

MEMO.—Salt Provisions cured in the country allowed free Export, whether in British or Foreign Bottoms. Government order, dated 8th January 1840, forwarded by Board on the 23d January, 1840.

| | Enumeration of Goods. | | Exported on British Bottoms. | Exported on Foreign Bottoms. |
|-----|-----------------------|---|---|---|
| (1) | Cotton wool, ... | Cotton flying or refuse cotton, is considered unenumerated, | 3 per cent. | 6 per cent. |
| (2) | Sugar and rum, | The word sugar includes all extracts from the sugar cane, as molasses, jaggry, goor, treacle, syrup, Sugar shipped as stores on a vessel proceeding to a British Possession is dutiable, as stores are consumed any where, Sugar and rum shipped to any British Possession on the Continent of India are dutiable, (see Section II. Act XVI. of 1837,) ... | 3 per cent. 3 per cent. 3 per cent. | 6 per cent. 6 per cent. 6 per cent. |

And when the Duty is declared to be ad valorem, the same shall be levied on the market value of the article at the place of Export, without deduction.

And in settling for the Duties on Exports by Sea, credit shall be given for payment of Inland Customs Duty, and drawback shall be allowed of any excess of Duty paid upon production of Rowannahs under the following condition, until the 1st April 1837 :

First.—That the Goods shall be identified, and destination to the Port of Export proved in the usual manner.

Second.—That the Rowannahs shall bear date before the 1st April 1836, and the goods shall not have been protected thereby, or by the original thereof, more than two years.

And after the said 1st April, 1837, credit shall not be given, nor shall drawback be allowed, of any Inland Customs or Land Frontier Duty paid at any Custom House or Chokee of the Jumna Frontier Line, or of Benares, except only upon the article of cotton wool covered by Rowannahs taken out at the Custom House of the Western Provinces, and proved to have been destined for Export by Sea, when passed out of those Provinces.

No. 37.

Orders by the Right Honorable the Governor of Bengal

Fort William,
General Department,
30th May, 1836

NOTICE.

Under the power conferred by the 6th Section of the Act No. XIV. of this year, the Governor of Bengal has fixed the Station of Kedgerree, in the River Hoogly, as the place beyond which no vessel inward bound shall pass, until the Master and Commander shall have delivered a Manifest of the Cargo and Goods laden therein, drawn up in the form prescribed by Section 45, Regulation IX. 1810, to the Pilot on board, in order that it may be forwarded to Calcutta in such manner as may be ordered by the Marine Board.

H T PRINSEP,
Secy. to Govt.

ACT No. XVI. OF 1837.

*Passed by the Right Honourable the Governor General of India
in Council, on the 3rd July, 1837.*

I. It is hereby enacted, that from the 15th day of July, 1837, Regulation XV. 1817, of the Bengal Code, shall be repealed.

Reg. XV. of
1817, repealed.

II. And it is hereby enacted, that when the Customs Duties fixed to be levied upon Goods exported by Sea from any port of Bengal or Orissa shall be ad valorem, the value of such Goods shall be declared by the Exporter in the manner prescribed by Regulation VI. 1833 of the Bengal Code for Goods imported into Calcutta by Sea, and the Provisions of that Regulation for cases of disputed value, (excepting Section 4 thereof, which prescribes the levy of duty when the Goods are taken for Government) shall apply to Goods intended to be exported by Sea in like manner as for imported Goods, and the value so to be declared by the Exporter, shall include the packages or materials in which the Goods may be contained.

Goods export-
ing to be treated
as imports in re-
gard to their be-
ing taken for the
Government, if
prices not consid-
ered fair by Ap-
praiser.

III. And it is hereby enacted, that it shall be lawful for the Governor of the Presidency of Fort William in Bengal, from time to time, by notice in the Official Gazette, to fix a value for any article liable to ad valorem duty, and that the value so fixed by the Governor of the said Presidency shall, till altered by a similar notice, be taken to be the value of such article, for the purpose of levying duty on the same.

Fixed rates.

IV. And it is hereby enacted, that every Master of a vessel, who shall remove from such vessel or put on board thereof any Goods, or cause or suffer any Goods to be removed thence or put on board thereof between

Hours and days
for loading and
unloading.

sun-set and sun-rise, or on any day* when the Custom House is closed for business, without leave in writing obtained from the Collector of Customs, shall be punished with a fine not exceeding 500 Rupees.

Fine for Goods
put on board in
absence of a Custom
House Officer

V. And it is hereby enacted, that when upon application from the Commander of any vessel, the Custom House Officer shall be removed from on board thereof under the Provisions to that effect, contained in Section 16 of the Act XIV. of 1836, if the Commander of such vessel shall, before a Custom House Officer has again been placed in such vessel, put on board of such vessel, or cause or suffer to be put on board of such vessel, any Goods whatever, such Commander shall be punished with a fine not exceeding 1,000 Rupees, and the Goods shall be liable to be re-landed for examination at the expence of the Shipper or Shippers' requisition, to that effect from the Collector of Customs.

Accommodation
for Preventive Of-
ficer and his Ser-
vant.

VI. And it is hereby enacted, that the Commander of every vessel, who is bound to receive a Custom House Officer on board of such vessel, shall also be bound to receive on board one servant of such Officer, and to provide such Officer and such servant, with suitable shelter and accommodation, and likewise with a due allowance of fresh water, and with the means of cooking on board; and if any Commander of a vessel shall wilfully disobey the directions contained in this Section, he shall be punished with fine not exceeding 500 Rupees.

Boats alongside
of a vessel await-
ing Perwannah.

VII. And it is hereby enacted, that no Cargo Boat laden with goods intended for exportation by Sea, shall make fast to, or lie alongside of any vessel, unless there shall be on board the boat or have been received by the Custom House Officer on board of the vessel a Custom House Permit, or order for the shipment of the goods. And the goods on board of any boat that may so lie

* Sundays, Good Friday, Christmas Day, and New Year's Day

alongside or be made fast to a vessel, if such goods be not covered by a Custom House Pass accompanying them, or previously received by the Customs Officer on board the said vessel, shall be liable to confiscation.

VIII. And it is hereby enacted, that when Goods shall be sent from on board ship for the purpose of being landed and passed for importation, there shall be sent with each Boat-load or other separate dispatch a Boat-note specifying the number of packages, and the marks and numbers, or other description thereof, and such Boat-note shall be signed by an Officer of the vessel, and likewise by the Customs Officer that may be on board; and if any imported goods be found in a Boat proceeding to land without a Boat-note, or if being accompanied by a Boat-note, they be found out of the proper track between the Ship and the Custom House Wharf, or other wharf or ghaut at which they have been permitted to be landed, the boat containing such goods may be detained by any Inspector, or by any other Officer of the Preventive Service of the Custom House, duly authorized by the Collector of Customs; and unless the cause of deviation be explained to the satisfaction of the Officers of Customs, the goods shall be liable to confiscation.

Boat-notes and Goods found in Boats out of the immediate line of the place of landing.

IX. And it is hereby enacted, that when goods shall be brought to be passed through the Custom House, either for importation or exportation by Sea, if the packages in which the same may be contained, shall be found not to correspond with the description of them given in the application for passing them through the Custom House, or if the contents thereof be found not to have been correctly described in regard to sort, quality, or quantity, or if any goods not stated in the application be found concealed in, or mixed up with the specified articles, all such packages, with the whole of the goods contained therein, shall be liable to confiscation.

Goods not found to correspond with description given by owner.

Goods landed,
but removed before
duty is paid.

X. And it is hereby enacted, that if any person after goods have been landed, and before they have been passed through the Custom House, removes or attempts to remove them with the intention of defrauding the Revenue, the goods shall be liable to confiscation.

Sugar to Bombay

XI. And it is hereby enacted, in modification of the article of Schedule B of Act No. XIV. of 1836, which provides that when Sugar or Rum shall be exported on British Bottoms to any British possession, no duty shall be levied thereupon, and if on foreign bottoms, a duty of 3 per cent. only shall be levied, that the said exemption from duty and advantage of rate shall not hold or apply to the case of Sugar exported to any British Possession or Settlement on the Continent of India (including the Port of Bombay), but duties shall be levied on such Exports in the same manner as upon Sugar and Rum exported to other places, and the amount of duties so levied, shall be credited, in the adjustment of any import duty to which the Sugar so exported from Bengal may be subject, at any place of import within the possession of the East India Company.

Drawback on
goods shipped after
clearance.

XII. And it is hereby enacted, in modification of Section 18 of the Act XIV. of 1836, that when goods shall be shipped after Port Clearance, if the same be imported goods entitled to Drawback, such Drawback shall be forfeited, but no separate duty shall be levied thereon.

Goods to be cleared
three months
from date of ship's
entry.

XIII. And it is hereby enacted, in modification of Section 15 of Act XIV. of 1836, that if goods landed at the Custom House be not claimed, and cleared from the Custom House, within three months from the date of entry of the Ship in which such goods were imported, it shall be competent to the Collector to sell the goods on account of the Duties, Freight, and other Charges incurred and due thereon.

XIV. And it is hereby enacted, that no payment shall be made of Drawback upon any goods exported from any Port of Bengal or Orissa, unless the export be made within two years from the date of the import in the Custom House Registers, nor unless the claim to receive such Drawback be made at the time of exportation, nor unless the amount due thereupon be demanded within one year from the date of entry for shipment in the Custom House Registers.*

Quotation of I.
D. 450.

XV. And it is hereby enacted, that Drawback shall not be allowed upon goods shipped in Dhonees and native craft not navigated by Pilots, and not having Custom House Officers on board.

Dhonees

XVI. And it is hereby enacted, in modification of Section 51, Regulation IX. of 1810, that the Board of Customs, Salt, and Opium, shall have power to fix, and from time to time to alter, the rates of Wharfage and Godown rent charges, and to determine the time for which goods shall be allowed to remain on the Wharf or in the Godowns of the Custom House, free of charge, while the goods are being passed for import or export by sea.

Wharfage.

XVII. And it is hereby enacted, that it shall be lawful for the Collector of Customs, whenever he shall see fit to require, that goods brought by sea and stowed in bulk, shall be weighed on board ship before being sent to land, and to levy duty according to the result of such weighing.

Weighment.

XVIII. And it is hereby enacted, that whoever shall intentionally offer any obstruction to the weighing directed by the preceding Section, shall be punished with a fine not exceeding 500 Rupces.

Fine for obstruction of weighing.

* Not applicable to certificates, per Board's Order of the 14th November, 1837.

RULES FOR GUIDANCE OF WHARF TIDE-WAITERS—IMPORT AND EXPORT WHARFS.

Mark^s and num-
bers to be inserted
in Challaun

1. No Challauns for goods to be attended to on the Wharfs, unless the marks and numbers or directions on the packages be specifically stated on the Applications or Challauns.

Indefinite Reports
not allowed.

2. No indefinite or general reports will be allowed (with the following exceptions) it will not do to say, "a quantity of boxes, casks, bales, packages, &c., or marks and numbers correct as far as can be seen." The exact number of boxes, bales, &c., must be stated after careful counting, and it is the duty of the Merchant so to place his packages, &c., that the Tide-Waiter may not only count them, but likewise see that the marks and numbers on them correspond with those given in the Challaun.

Exception to above Rule

Exceptions to
above.

Goods of one quality, and packed in bags of one size, such as—

| | |
|-------------------|-----------------------------------|
| Saltpetre, | Linseed, and all Oil Seeds, |
| Betelnut, | Horn Tips and Deer Horns in bags, |
| Alum, | Dates, |
| Cutch, | Soap, |
| Sugar, | Pepper, |
| Ginger, | Turmeric, |
| Gunnies in bales, | Munjeet, |
| Hemp, | Putchuck, |
| Jute, | Arsenic, |
| | Mats of empty Bottles, |

generally exported in large quantities, may be reported on "marks and numbers as far as can be seen correct." With regard to goods which are not in any sort of package, but loose, and in bulk, the Tide-Waiters may continue to report "A quantity on the Wharf."

3. On reporting on cases or casks of Wine, Spirits, Liquors, &c. the Tide Waiters must be careful in specifying the sizes of the cases or casks, viz.

Ten cases of one dozen each,
Three ditto of three ditto ditto,
Eight ditto of six ditto ditto,

or

Two Hogsheds,
Three Butts or Pipes, &c.

Size of package
or cask to be re-
ported.

4. In all cases the Tide-Waiters' report on weighable goods contained in boxes, packages, and bags, &c., must state "all of one size," or else "of different sizes."

Size of package.

5. No weighment to be made on the Wharf, unless the Applicant shall have previously inserted in his Challan weight in words at length, as well as in figures. Every Tide-Waiter receiving a Challan for weighable goods shall sign his initials close to the weight entered in words at length in proof of his having seen and noticed it. In all cases where an erasure or alteration appears in the words or figures specifying the weight, the Tide-Waiter will further certify, "this erasure or alteration was made before I signed the Challan."

Weight in words
at length to be
given.

6. If after weighment, of a per centage, it appears that the boxes, bags, &c. differ in weight, though not in appearance, the Tide-Waiter will report the circumstance. In cases of per centage weighments, where, in the same Challan a number of bags, &c. are entered of different marks and weights, each mark being of one size, thus—

Per centage
Weighment.

A. B. 10 Boxes Mds 30.

C. 5 ditto, at 20.

F. D. 30 ditto, at 15.

the Tide-Waiter will give a per centage of each mark.

7. When there is a weighment for average, the Tide-Waiters are not to take any boxes, &c. that may be

Package to be
selected by Tide-
Waiter for weigh-
ment.

brought to them by Sirkars, but are themselves to select proper packages.

Tide-Waiter responsible for accuracy of weighment.

8. Tide-Waiters are held responsible for the accuracy of weighments taken and reported by them, and that all weighments are duly entered in their Weight Books, which must be neatly and correctly kept up. They must see that the weights put into the scales are correct, and that the Kyalls do correctly call out the exact weight of each draft.

Merchant and Check Mohirir to countersign weighments.

9. Tide-Waiters at the time of reporting weight of goods on Challauns, must procure from the Merchant an agreement to the weight in writing. The Native Mohirir who keeps the Check Tally in Bengalee, must also countersign the report of weighment.

Note passes for goods passed on deposit.

10. When weighable goods are passed on Deposit from the Wharf, the quantity weighed each day must be passed on the very day on which the weighment takes place, to prevent alteration of packages during the night; if not so passed, the goods must be re-weighed.

Challauns for goods imported or exported on Foreign Bottoms.

11. All applications for goods passing to or from Foreign vessels, must be taken in the first instance to the Head Tide-Waiter, who will write on the face of it the name of the Tide-Waiter who is to report and weigh.

Check to be observed when packages exceed 50.

12. In regard to packages of any kind, the number found counted and reported, provided it exceed 50 of the same kind of package in the same Challaun, is always to be checked if on the Export Wharf, by a reference to the Export Check Gate Tide-Waiter for his signature before report is sent to office; if on the Import Wharf, by a reference to the Check Aumeen at Import Gate.

Checks for securing wharfage rent.

13. The passing Tide-Waiter on receiving a Perwannah is to take notice that the date on which the packages were received into the Custom House is inserted on the back of the Perwannah by the Check Officers stationed at the Import and Export Check Gates, to prevent

goods being passed out upon which rent may be due, and all Perwannahs were it appears rent is due, must be sent to the Head Tide-Waiter for orders before the goods are allowed to pass out.

14. Tide-Waiters will remain by turns after 5 P. M. to see all the goods out of the Gates, which have been marked for passing before they leave the Custom House. The Head Tide-Waiter will appoint one or more, as he thinks necessary for this purpose, who are not to leave the Wharfs without the Head Tide-Waiter's permission.

Hour of attendance.

APPRAISERS' DEPARTMENT.

15. After the usual report of the Tide-Waiter on the Wharf, the Appraiser will call for any marks and numbers that he may wish to examine, and likewise when he may consider it necessary, direct the reporting Tide-Waiter to select a further quantity to be sent up for examination, occasionally visiting the Wharf himself, and selecting packages.

16. All Tide-Waiters sending up packages, &c. to the Appraiser will first mark on such packages their initials with chalk, and where Packages are covered with gunnies, will rip up the gunny covering, and write their initials on the original package.

17. Any deviation from the above Rules must be sanctioned in writing by the Collector, Deputy, or Assistant, and Tide-Waiters are especially cautioned, under penalty of dismissal, strictly to observe them.

Calcutta Custom House,
31st July 1839.

R. WALKER,
Collector of Customs.

**FORM OF PROTEST, WHEN SUITABLE ACCOMMODATION TO
PREVENTIVE OFFICERS ON BOARD VESSELS IS NOT
GRANTED.**

I _____, *Preventive Officer*, sent by the *Collector of Govern-
ment Customs* to take charge of, and do duty under *Section VIII. of Act XIV.*
of 1836, on board of the Ship _____ now lying in the river
Hooghly, do hereby protest and declare, that the Accommodation offered to me
by the *Commanding Officer* on board from being _____ is
unsuitable, and I do hereby record in writing this _____ day of
_____ at the hour of _____ my protest against
the same

_____,
Preventive Officer

I _____, *Inspector*, having inspected the Accommodation offered
to _____, *Preventive Officer*, on board of the _____
do concur in the above Protest, and deliver the same to the *Officer in Command*
of the Vessel at _____ this _____
day of _____ 184

_____,
Inspector

**FORM OF CERTIFICATE ON THE REMOVAL OF AN OFFICER
FROM VESSEL AFTER THE DISCHARGE OF IMPORT CARGO**

Certified, that I have this day personally examined the *Hold*, and every part of
the Vessel, called the _____, _____ *Master*,
and do declare, that no *Import Cargo* remains on board
Dated on board the _____,
this _____ day of _____ 184 *Preventive Officer.*

~ ~ ~

Certified, that the above Statement is correct, having personally examined the
Vessel.

On board the _____
this _____ day of _____ 184

_____,
Inspector

**FORM OF CERTIFICATE ON OFFICERS BEING RE-POSTED TO
VESSELS.**

*Certified, that on being Posted to the Vessel called the _____
_____ Master, I have personally examined the Hold, and every part of the
Vessel, and find the report of the Officer dated the _____ 184
to remain correct, and that no Export Cargo has been received.*

*On board the _____, _____,
this _____ day of _____ 184 _____ Preventive Officer.*

Certified, that the above Report is correct

*On board the _____, _____,
this _____ day of _____ 184 _____ Inspector.*

**FORM OF SICK CERTIFICATE REQUIRED FOR THE SIGNA-
TURE OF THE SURGEON ON THE CONVALESCENCE OF
OFFICERS.**

*I _____, Surgeon, do hereby Certify that _____
Preventive Officer, has been under my Medical care from the _____
_____ to _____, and I declare, that for that
period he has been incapable of discharging his duty, from sickness.*

*Calcutta, _____, _____,
_____ 184 _____ Surgeon.*

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A D D E N D A.

ORDERS REGARDING THE DIAMOND HARBOUR STATION.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

SIR,—In reply to your note of yesterday, by all means despatch Mr. W. Bell by boat, and if necessary, allow another Officer to accompany him, in case he should require assistance.

The health of the Officers, under my control, is with me a paramount consideration, and you will accordingly on all occasions of sudden illness, requiring *medical aid*, send up the invalid without delay, and without awaiting a reference to me.

When Officers are sick at Station to be sent up at once from the Station for medical aid.

I am, &c.,
(Sd.) N. CAMPBELL,
Superintendent.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

SIR,—Another point to which I would direct your attention is that a vessel putting back from stress of weather may, if the

Put-back vessels working to unload off the Station.

Pilot gives a certificate to the necessity of it, be allowed to unload off the Station, with or without the presence of a Custom House Officer, and without delay.

Put-back vessels
with Troops on
board.

When an Officer joins a put-back vessel on her way up, and finds that she contains Troops, order him to leave her again and rejoin the Station.

I am, &c.,

(Sd.) N. CAMPBELL,

Superintendent.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

Officers to be
sent down from
the Station to meet
arriving Arab and
Foreign vessels.

SIR,—In reply to your letter of yesterday's date, I am directed by the Collector of Customs to inform you, that your suggestion to send Officers from the Station to meet arriving "Arab" ships, as soon as they are reported, is approved of. The Collector wishes you to include in this arrangement, all Foreign vessels arriving from places other than the "*Mauritius*" and "*Bourbon*".

I am, &c.,

(Sd:) N. CAMPBELL,

Superintendent.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

SIR,—Be pleased to make arrangements similar to those of last year, for withdrawing the Officers from the “Arab” ships, on their leaving Saugor for Sea, instead of at the Station. And I wish the present order to be considered a permanent one so long as the Station remains at Diamond Harbour, providing no objection exists to carrying it into effect.

Officers to be withdrawn from outward bound Arab vessels at Saugor, instead of at Diamond Harbour.

I am, &c.,
(Sd.) N. CAMPBELL,
Superintendent.

*Extract from a letter to C. B. Greenlaw,
Esq., from Captain T. T. Harington,
and reply.*

3d. The great error appears to be in nine cases out of ten, that too much sail is carried on by the ships to admit of the Custom House Officer boarding with safety, and no doubt Mr. ——— erred on the occasion now under notice. I would however recommend all Custom House Officers in future not to attempt to board any vessel whatever, whilst under all sail, but rather

When ships may with safety be boarded by Preventive Officers at Station.

wait till suitable preparations are made by sail actually being shortened for their proper and no less their safe reception.

(Sd.) T. T. HARRINGTON,
Master Attendant.

Extract from a letter to Capt. T. T. Harrington, from the Marine Board, No. 139.

2d. The Board will bring your judicious recommendation, that no attempt should be made to board a vessel by Custom House Officers, until preparations are actually made for their safe reception, to the notice of the proper Authorities.

(Sd.) C. B. GREENLAW,
Secretary.

To the Officer in charge of the Customs' Station, Diamond Harbour.

Priority of posting
at the Station.

SIR,—It will be always necessary to account for any special priority of posting which may be made in favor of the Officers on duty at the Station.

I am, &c.,
(Sd.) N. CAMPBELL,
Superintendent.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

SIR,—Under the orders passed by the Collector of Customs on Mr. Cooke's application herewith enclosed, you will consider all Officers in charge of Emigrant Vessels as having arrived at the Station from the date on which these vessels pass down the Station.

When Officers in charge of Coolie Ships are to be considered as having arrived at the Station.

This order, however, only refers to your "Daily Register" to enable you to note down therein such Officers on their arrival at the Station, for inward-bound vessels, or despatch by Boat, in the turn in which they would have been available had they landed on their downward trip at Diamond Harbour instead of going down to Saugor ; for instance, if Mr. Cooke passed down on the 21st, in posting he would have precedence of whatever Officers might on his landing be present, whose arrival at the Station was at any time subsequent to Mr. Cooke passing down it.

This order is not in any way to affect your "Daily Report," which must continue to show as heretofore the bona-fide arrivals and departures from the Station.

I am, &c.,
(Sd.) N. CAMPBELL,
Superintendent.

*To the Officer in charge of the Customs'
Station, Diamond Harbour.*

Vessels proceeding down by steam.

When vessels pass the Station (downwards,) without a Preventive Officer, the Superintendent of the Station will be pleased to note in the daily Report, whether the vessel passed in tow of a Steamer or not.

(Sd.) N. CAMPBELL,
Superintendent.

MEMORANDUM.

General Order regarding vessels arriving in ballast.

The system of allowing ships in ballast to come up without Preventive Officers is, I think, for obvious reasons, a bad one ; and with the Collector's sanction I shall therefore alter it by ordering the Superintendent of the Customs' Station Diamond Harbour to post Officers, (when available at the Station,) to these vessels. The Station Superintendent to exercise his own judgment in reference to the appropriation of Officers on occasions of Cargo and Ballast Vessels arriving, simultaneously, in number exceeding the number of Preventive Officers present.

(Sd.) N. CAMPBELL,
Superintendent.

NOTE.—Order approved of by Collector.

MEMORANDUM.

Several Officers in Pilotage charge of Ships having recently, through ignorance and inadvertence, omitted to make the prescribed signals to the Customs' Station at Diamond Harbour, and having neglected to heave to or otherwise facilitate the Preventive Officers boarding the vessel, to the great detriment of the public service, the orders and signals on the subject have, in communication with the Superintendent of the Preventive Service, been revised and condensed, and are now re-published for general information. The attention of Officers of the Service is particularly directed to the following General Orders and to the 13th Article of the Rules for Running Pilots.

Signals for the
guidance of Pilots.

(Sd.) A. B. CLAPPERTON,
Offg. Master Attendant.

GENERAL ORDERS.

Diamond Harbour Customs' Station.

1st. Every description of vessel passing the Customs' Station at Diamond Harbour, whether inward or outward bound, not having a Preventive Officer on board, is to have the Ensign flying at the main; when a Preventive Officer is on board the Ensign is to be hoisted at the fore.

2nd. The Custom House, blue with white letters C. H. will be kept flying at the Flag-staff when Preventive Officers are at the Station, and no inward bound vessel is to pass the Station either by night or day without receiving a Preventive Officer on board.

3rd. When no Preventive Officers are available, the Custom House Flag will be withdrawn and a Black Ball will be hoisted at the Yard Arm of Station Flag Staff by day, and a light by night, and in that case only Pilots of inward-bound vessels are permitted to pass the Diamond Harbour Station without receiving a Preventive Officer, keeping their Ensign flying at the main till boarded by the Custom House Boat with an Officer in any part of the river.

4th. The signal heretofore ordered to be made when a ship arrives in ballast is now abolished altogether.

(Sd.) A. B. CLAPPERTON,
Off. Master Attendant.

Memo.—Forwarded for the information of the Superintendent of the Preventive Service, with reference to the 2nd paragraph of his letter No. 402, dated 5th instant.

(Sd.) A. B. CLAPPERTON,
Off. Master Attendant.

